

In The Matter Of:
Public Meeting

Jefferson Street Intersection Improvements
May 14, 2019



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PUBLIC MEETING

JEFFERSON STREET INTERSECTION IMPROVEMENTS

HADLEY PARK COMMUNITY CENTER

MAY 14, 2019

PRESENT:

Darrell K. Moore
Department of Public Works

Brandon Taylor
Jonathan Cleghon
KCI Technologies

Elizabeth Howe
Varolld Public Relations

Cleeton Davis Court Reporters

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1 COUNCILMAN EDWARD KINDALL: Let me just
2 go ahead and get started.

3 This is Darrell Moore, who is the person who
4 is going to make the presentation. That is a
5 proposal to do improvements at 21st Avenue and
6 Jefferson as well as 28th. And Mr. Moore is from
7 Public Works, assigned, I think, to --

8 MR. MOORE: Yes, sir.

9 COUNCILMAN KINDALL: -- make some
10 suggestions to the neighborhood, the proposal to the
11 neighborhood to get your response.

12 Actually, it's a project, even though my name
13 is on it as councilperson, that probably impacts
14 people outside of the 21st District, at least as much
15 and maybe more, especially people who live in
16 Bordeaux, people out on West End, Vanderbilt,
17 Belmont, because it's on that corridor.

18 And so he's going to -- he is going to make a
19 proposal. What will happen is, you can make
20 comments. They're going to record your comments.
21 Hopefully later we can have another meeting and come
22 back here within the next two or three weeks for
23 Mr. Moore to come back and do that to respond to
24 those comments and let you know if there are any
25 changes that they're recommending or not.

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1 So I'll turn it over to Mr. Moore.

2 We also have Council Lady Sharon Hurt, who is
3 part of everybody's district, I guess you could say.
4 Okay. Thank you.

5 MR. MOORE: Councilman, thank you so
6 much for the intro. I'm actually going to yield it
7 to Mr. Brandon Taylor. He is here with our
8 consultant firm, KCI Technologies. They're
9 responsible for these nice displays that you see also
10 and also will be doing the design services on the
11 intersections. So I'm going to let him speak to
12 where we are right now.

13 These are my business cards. I'm going to
14 leave them here on the table for you-all to get. And
15 I'll yield to Mr. Taylor.

16 MR. TAYLOR: As Darrell said, I'm
17 Brandon Taylor with KCI Technologies. We are doing
18 the design on whatever comes of these meetings at
19 these two intersections here. I have John Cleghon
20 with me. He's with KCI Technologies as well.
21 So I'm going to jump into a quick little history of
22 the project.

23 It actually very first began in 1996. There
24 was a study done back then, kind of looked at the
25 Jefferson Street corridor, recommended some turning

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1 lanes at 28th Avenue, 21st Avenue. The design on
2 that project actually began in 2011. And as the
3 design moved forward, they had gotten to the point
4 where they were starting to purchase right of way.

5 At that point, the United States DOT came in
6 as part of the Every Place Counts initiative and
7 relooked at the corridor for more of a pedestrian
8 mobility aspect, and at that point a new traffic
9 study was done in 2017 looking at different options
10 for pedestrian mobility through the intersections.
11 And some of the plans for each of the intersections
12 was changed at that point as part of the
13 recommendations of that.

14 We were brought on board in 2018 to start
15 doing designs based on some of the options that came
16 out of that study.

17 To date -- we began in 2018 -- we have had a
18 couple of stakeholders meetings, where we met with
19 TSU and Fisk University and some of the property
20 owners around here.

21 MR. MOORE: Citizens Bank.

22 MR. TAYLOR: Citizens Bank. I've
23 gotten input from them and kind of taken that and
24 recorded it.

25 Now we want to open it up to the public and

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1 get, you know, everybody's input on the corridor and
2 record your input so we can move forward with that.

3 What we're looking at right now is --

4 MR. MOORE: I'll stop you for a minute.

5 Can you-all see the screen?

6 COUNCILMAN KINDALL: Barely.

7 MR. TAYLOR: Is there some way to
8 enlarge that?

9 And, folks, when we got here tonight, the
10 Community Center decided to put us in here because
11 they didn't know the size of the crowd we were going
12 to have tonight. So I apologize for the
13 accommodations. It's not the best, in my opinion,
14 but at the same time, this is where we are.

15 So how is that? Is that okay?

16 MR. TAYLOR: A little bit bigger. I'm
17 sorry.

18 COUNCILMAN KINDALL: I think once you
19 start taking them over to the signs, you can see
20 better.

21 MR. MOORE: Yeah.

22 MR. TAYLOR: Just a little bit on what
23 we're looking at. So we are at the 21st Avenue and
24 Jefferson Street intersection. At that intersection
25 we're currently looking at a completely new traffic

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1 signal with mast arm poles instead of the spanned
2 wire poles, all new pedestrian push buttons and
3 pedestrian heads, new curb ramps at the corners to
4 make it easier to cross from all the different
5 angles, all the different ways to cross that
6 intersection.

7 At the 28th Avenue intersection, we're also
8 looking at -- one option is the same thing: A whole
9 new traffic signal at that intersection; adding a
10 turn lane from Jefferson Street, a right turn lane
11 onto 28th Avenue; and reconfiguring the lanes on the
12 other side of the intersection near the gas station.

13 As part of that, in some of our initial
14 stakeholders meetings, we were also asked to look at
15 a roundabout at this location. You can see pictures
16 of a multi-lane roundabout that's also being
17 considered at this intersection.

18 And so as part of tonight we want to get
19 input on people's opinions on what problems they have
20 with these intersections -- is it a pedestrian
21 problem, is it a traffic signal problem, and stuff
22 like that -- that we can take in and put into a final
23 design to help us determine if the intersection may
24 be a roundabout or may be a rebuilt traffic signal
25 with updated laneage.

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1 So as part of that, we have boards all around
2 here. There's three boards. They're all copies of
3 each other. So we kind of had set up in the three
4 different stations. We'll be back there. We will
5 offer to answer any questions you have, try to help
6 you guys out to understand what you're looking at.

7 We have comment cards on the front table
8 there, so we recommend you write comments down, if
9 you want to. We will take those and incorporate
10 them. We also have a reporter here. If you feel
11 comfortable, if you'll dictate your comments as well
12 instead of writing them down.

13 After we have spent some time back there,
14 we're going to kind of come back here, and we'll open
15 it up to a Q and A session. He'll record that as
16 well so we have all that.

17 So with that, if you guys want to grab your
18 comment cards and meet us back here, we'll walk
19 around and answer any questions.

20 (At 5:47 p.m. the initial presentation was recessed,
21 and the following public comments were made:)

22 REV. JOHN D. BEACH, SR.: I'm Reverend
23 Beach. I'm against a roundabout at 28th Avenue and
24 Jefferson Street near Ed Temple. I think that would
25 be a disaster, and I don't think we need that.

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1 And also, bike lanes going south on 28th,
2 after you get up to -- the streets are so narrow at
3 Clifton on up over to Charlotte, it's so narrow, I
4 don't see how in the world they could put bike lanes
5 in there. It's already -- traffic is crowded as it
6 is. And then in the evening time traffic is bumper
7 to bumper anyway and in the morning time, early time.

8 But I think it would be -- I don't see how
9 they're going to get any bike lanes in there. The
10 street is not large enough.

11 They are talking about putting bicycle lanes
12 over there. They are not going to be able to do it.
13 If they do, the traffic will be so bound up along
14 both ways, so tight in there, it's going to be a
15 mess.

16 MS. MANNIE WALKER: My question is, I
17 am excited about the idea of the corridor, okay?
18 However, with the transportation flow, the fast
19 traffic when kids are out of school, the fast traffic
20 flow when kids are out of school, and then we have,
21 like, this church that has a feeding program where a
22 lot of people are in wheelchairs and they're crossing
23 and getting off the bus at that corner coming across
24 to the church for the feeding.

25 Also, would this consist of widening the road

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1 or narrowing the road?

2 MS. PEARLY JONES: I think it's a good
3 idea about the corridor over there on 28th and
4 Jefferson, but I don't know about the school when
5 they come back, because a lot of them -- and there's
6 a lot of traffic even on my street that I live on, a
7 lot of traffic.

8 So I think that's a good idea.

9 MS. CASSAUNDR A LOCKRIDGE: How may we
10 best know the next steps in this development process?
11 And my other question would be, how may we -- may the
12 public be notified of the continuous improvements if
13 this proposal does not occur?

14 MS. PATRICIA WATTS: So my question is
15 about how this affects the TSU annual homecoming
16 parade if there is a roundabout. I am for the
17 proposed one without the roundabout. The roundabout
18 just creates -- outside of being aesthetically okay,
19 I really am curious as to the real benefits to the
20 community.

21 Also, I am thinking about joyriding in that
22 middle. I mean, it's obvious, there are a lot of
23 young people around there that don't have a lot of
24 places to flash their cars, so I can definitely --
25 they used to do it at Hadley Park, going around in

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1 the middle in their cars. That's going to cause even
2 more traffic.

3 That's all for now.

4 (The meeting was resumed at 6:30:)

5 MR. TAYLOR: I hope everybody was able
6 to kind of take a look at our each individual
7 pictures. I know I got your email. We'll send out a
8 PDF so people can get a little closer look at it.

9 I think now we'll just open it up to any more
10 questions people have that didn't get answered out
11 there or anything else they want to say. He'll be
12 able to record what we talk about here. So has
13 anything come to your mind since you looked at the
14 drawings?

15 REV EDWIN SANDERS, II: Can you tell me
16 about the process? How do we get to this point? And
17 what will be the steps that will follow, and what
18 other points will we be able to make input on in
19 terms of our concern, whatever it is?

20 MR. TAYLOR: So up to this point, I
21 think we have had three stakeholder meetings with,
22 like I said, property owners in the area, TSU,
23 Citizens Bank, Fisk, and Meharry, where we gathered
24 input from them. And that, of course, is where some
25 of these options came from.

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1 This is our first public meeting where we're
2 gathering input from the public at this point. I
3 believe Councilman Kindall is potentially going to
4 have another meeting in two to three weeks from now,
5 so we can get more input from you at that point.

6 At that point, once we gather all of the
7 comments, we'll come up with our preferred concepts
8 to move forward with that plan. I think your council
9 member will have some input into that and the
10 stakeholders.

11 REV. SANDERS: I'm just concerned about
12 how the input will be dealt with. I mean, I don't
13 want this to be another check-the-box meeting. I
14 have been to process meetings when you come to the
15 community and you make sure you check the box. And
16 that's not sufficient. This will not represent that.

17 I would like to make sure that if the plan
18 goes forward, that the way in which the input could
19 be done is done in a way where there's a greater
20 assurance that that input will be valued, one, in
21 terms of the historical aspects of it, especially
22 also in terms of the way it will impact issues of
23 property and the like.

24 I mean, we're in the middle of a
25 gentrification phenomenon that has taken this city

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1 over. You would be mistaken if you think the people
2 who have lived here historically are excited about
3 it. And most of us, we are not.

4 I'm going to make sure that what does happen
5 does not end up being something that is a disservice.
6 We would like to know, be assured that doesn't
7 happen.

8 And I don't know exactly where the resources
9 are coming from that you're using, because there
10 might be some need for other consideration of what
11 you might do with the dollars you're spending which
12 would be more in line with what some of the folks in
13 the community would want. So I hope all that will be
14 a part of the process.

15 MR. MOORE: Right. As far as the
16 resources, we're paying these gentlemen with local
17 dollars. But as far as when it comes time for
18 reappraisals and negotiations on properties, there's
19 a federal match that goes with the local money and
20 also with the construction.

21 Actually, this is really a simple
22 intersection improvement project is what this is. Of
23 course, things grow over time, you know, and the
24 needs of the community and city and everything comes
25 into play. Particularly on this, you see the bike

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1 lanes and that type of thing.

2 So the history of this project has been, in
3 my opinion, a little too long. It's been around a
4 little too long as far as getting things started.
5 There have been a series of delays on the project
6 when it comes to funding, right of way acquisition,
7 and those type of things.

8 I tell this story all the time. Mr. Kindall
9 knows my history. I worked for TDOT for about 33
10 years, retired, came to work for the City. So when I
11 got here in 2016, this project was already well under
12 way. There was a component that was done, the
13 Heritage Plaza project, that was finished around
14 2011, I believe. Well, no, about 2013, I think it
15 is.

16 COUNCILMAN KINDALL: Something like
17 that.

18 MR. MOORE: And so this intersection at
19 21st Avenue and 28th Avenue and about three other
20 intersections were also being considered for the time
21 and improved, because the history, as he showed in
22 his PowerPoint, I mean, we were looking at studies
23 from 1996. That's bad. Something should have been
24 done around that time.

25 Now, why it wasn't done, I am not going to

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1 speak to that. I don't know. That's before my time.
2 But since we have been here working on this, we're
3 trying to keep this moving.

4 We have the funding for it. We have the
5 funding to make it happen. But what kind of changed
6 things at this current stage is, Tennessee State
7 wanted us to look at the roundabout. They wanted us
8 to look at the impacts on right of way as far as
9 cost. And we have done that. And we have presented
10 this to the community now to get your feedback.

11 It would be considerably more money to build
12 a roundabout than it would be to just improve the
13 signals and do striping and crossings and all that
14 kind of thing. But we're here to work with the
15 community to make sure that what we do is an
16 improvement to what's there now. That's long
17 overdue. Long overdue. And so --

18 COUNCILMAN KINDALL: What about the
19 concept of a roundabout that actually comes into
20 play?

21 MR. MOORE: Well, as you know,
22 roundabouts are being looked at and studied and built
23 all around the country.

24 COUNCILMAN KINDALL: I mean from this
25 particular project.

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1 MR. MOORE: Well, you know, in part of
2 the traffic study, they studied every type of
3 functional type of operation. A roundabout actually
4 operates better than a signalized intersection,
5 because you're not stopping traffic. There's no
6 delays. Traffic is constantly moving through a
7 roundabout.

8 And as we stated, that's troubling for some
9 people, particularly some of our seniors, who are
10 driving through a roundabout, because, you know, you
11 can be nervous going through a roundabout.

12 But as far as the way it operates, there are
13 no delays on the roundabout. Traffic moves. It's
14 constantly moving. People are dodging one another,
15 but they're moving through the intersection.

16 So when you do traffic studies, you have to
17 look at all types of operations that are the best use
18 of the dollars that you're getting. And so actually,
19 a roundabout is the better improvement, but it costs
20 more money and it causes more impact.

21 The other signalized improvement, of course,
22 is less money. It's an improvement, but it doesn't
23 render better level of service, because you still
24 have people delayed at the signals, you still have
25 some queuing up. And so your level of service will

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1 be a little better than what we have now, but it
2 won't be as better as with the roundabout. And these
3 are just facts.

4 COUNCILMAN KINDALL: I guess one
5 question I need to ask, is there flexibility? And I
6 don't think there is, from what I have heard. You
7 are stuck with these two intersections at this point.
8 It's not like you can take the dollars and put them
9 somewhere else.

10 I think that was your question.

11 REV. SANDERS: That is part of it,
12 because, you know, if the dollars are potentially
13 dollars that can be used in other ways, I think you
14 probably want to hear from the community where we
15 might have a greater concern.

16 MR. MOORE: Yeah. Well, you know, for
17 traffic problems like this, we have specific types of
18 funding from the federal government. This is a
19 surface transportation block grant fund that's used
20 for roadway improvements. So I am not sure I know
21 what type of public improvements you're talking about
22 as far as what the community might want.

23 But when we're talking about roads and
24 traffic improvements like that, there are specific
25 types of funds that are used for those types of

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1 projects, and they're earmarked for those types of
2 projects.

3 COUNCILMAN KINDALL: I guess one of my
4 concerns is, living in the area, studying several
5 intersections, and I guess using data like the number
6 of wrecks, those kind of things.

7 MR. MOORE: Right.

8 COUNCILMAN KINDALL: I live right off
9 of 26th and Jefferson Street. In my opinion, that's
10 one of most dangerous intersections.

11 MR. MOORE: Just trying to get out of
12 that.

13 COUNCILMAN KINDALL: Trying to get out
14 onto the interstate, turn left onto Jefferson Street,
15 et cetera. I mean, I have to take a chance on my
16 life every time I come out of that street. Was that
17 considered, one of these at 26th and Jefferson? I
18 mean, I don't see an option there.

19 MR. CLEGHON: I think I will be able to
20 tell you why not. I predate Darrell. I used to work
21 in Public Works, and I predated him a little bit.
22 But what I'm about to tell you relates to --

23 MS. PATRICIA WATTS: Can you speak up a
24 bit?

25 MR. CLEGHON: I'm sorry. The

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1 Department of Public Works made an allocation for a
2 grant through our metropolitan land organization, and
3 they listed certain intersections. I think 18th was
4 one of them at one time.

5 MR. MOORE: Yeah, all the
6 intersections, all the major intersections along the
7 Jefferson Street corridor down to Rosa Parks.

8 MR. CLEGHON: Well, no, not --

9 MR. MOORE: Yeah.

10 MR. CLEGHON: 10th was --

11 MR. MOORE: 10th, 11th, and all the way
12 to -- well, I still remember it being 8th Avenue.
13 Rosa Parks. Rosa Parks, 10th, 11th, and then when
14 you get up to -- I think it's right there at the
15 interstate, 12th Avenue, then you get to 14th, 16th,
16 then DB Todd, 21st, 26th, 28th. I think all those
17 intersections were part of this.

18 MR. CLEGHON: But ultimately Metro was
19 awarded a grant and had enough money to do two. And
20 these were the two that were --

21 COUNCILMAN KINDALL: One was done on
22 Albion Street and DB Todd. A lot of that was done on
23 that intersection just recently. Is that part of
24 this same grant?

25 MR. CLEGHON: No.

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1 COUNCILMAN KINDALL: Where you turn
2 into the hospital there.

3 MR. TAYLOR: That was part -- Former
4 Mayor Berry had an intersection improvement project.

5 COUNCILMAN KINDALL: I didn't know if
6 that was federal dollars.

7 MR. CLEGHON: No, it was not.

8 MR. TAYLOR: One thing I forgot to
9 mention, if you can state your name before you ask
10 your question so he can record that over here. I
11 forgot to mention that.

12 MR. ROGERS HALL: Rogers Hall. I live
13 in West Nashville, but I have projects at Vanderbilt
14 University with Lorenzo Washington, a business owner
15 on Jefferson Street.

16 And so my question is, in the studies you're
17 doing, are you trying to maximize the volume of
18 traffic and how quickly it moves along the Jefferson
19 Street corridor or are you also trying to achieve
20 other things?

21 So one thing on my mind is what the
22 experience of walking or biking along Jefferson
23 Street is like. And I think this is a concern for
24 Mr. Washington, because he has people visit his
25 museum, and he is interested in foot traffic. And

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1 it's quite difficult to walk on Jefferson Street now.

2 So would, you know, for example, the traffic
3 circle put more cars faster through the Jefferson
4 Street corridor in the engineering analysis or would
5 it calm the traffic? And is calming traffic along
6 Jefferson Street a desirable thing?

7 MR. TAYLOR: So a roundabout, I won't
8 say it will put traffic faster through it, because
9 one of the nice things about a roundabout is, it
10 slows traffic down. It also doesn't send platoons of
11 vehicles; you know, like when a traffic signal goes
12 green, you'll have 30 cars all coming at one time. A
13 roundabout kind of puts people out on a pretty even
14 basis, because you have people entering and exiting.

15 In terms of pedestrian traffic for the
16 roundabout, when a pedestrian crosses a roundabout,
17 you know, you don't cross through the roundabout; you
18 go around the outside. And so you are only crossing
19 either one or two lanes of traffic at a time, because
20 you're crossing from the edge to the median, then you
21 can stop and check your other distant -- or your
22 other line of vehicles, and then you can make that
23 crossing.

24 And as people enter in a vehicle, as they
25 come through a roundabout, the crosswalk is first, so

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1 you can see the crosswalk, see if there's pedestrians
2 or not, go past there, and then you can navigate the
3 roundabout. So you make it in two separate
4 movements. So it actually has shown to be more
5 pedestrian-friendly in terms of vehicles, because you
6 can see pedestrians first and then move in the
7 two-stage process.

8 Now, in terms of all of Jefferson Street, you
9 know, this study that we are mentioning, we did look
10 at other options for Jefferson Street. But it's
11 just such a narrow corridor. You do have a lot of
12 vehicles, you have a lot of pedestrian traffic. One
13 lane each direction with a turn lane is still the
14 optimal layout for Jefferson Street.

15 MR. MOORE: Councilman Kindall raised a
16 question about crashes. And that's what they
17 studied.

18 If we were to reduce lanes -- I think you
19 mentioned early on when we first started that the
20 United States DOT was here a couple years ago, and
21 they were feeling bad about bringing the interstate
22 through 50 years ago, which I found it to be kind of
23 interesting.

24 COUNCILMAN KINDALL: Too late.

25 REV. SANDERS: They should feel bad

1 about it.

2 MR. MOORE: And they had some
3 recommendations. And there were some people who
4 advocated that, and they wanted to see Jefferson
5 Street reduced to two lanes of traffic, widen the
6 sidewalks, put bikes on there, that kind of thing,
7 make it a more pedestrian/bike-friendly corridor.
8 And so we were charged by the mayor's office to study
9 that to see how that would function.

10 Well, the Department of Transportation, they
11 keep accident records, and they have state levels
12 where if you exceed certain levels, then -- you know,
13 you're in a bad situation if you exceed certain crash
14 rates.

15 Well, this corridor already exceeds crash
16 rates. So if you remove the left turn lane, now
17 you're creating more of a chance of more rear-end
18 crashes, because people are having to stop in a lane
19 to make a turn in to a business. The left turn lane
20 is gone.

21 So while it may be better for the pedestrians
22 and the bike users, and you've got two lanes of
23 traffic, people may be going slower or faster or
24 whatever they feel like doing, now you're creating
25 more of a situation where you are increasing a crash

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1 corridor, which we know people don't want that. And
2 so to remove that lane just was not -- that wasn't
3 the prudent thing to do.

4 And if you have ever heard the term of a road
5 diet? Have you ever heard of a road diet? Road
6 diets are something that people in traffic
7 engineering and planning departments like to employ
8 when they want to create more pedestrian- and
9 bike-friendly corridors, where you have a five-lane
10 road and everybody is going up and down this
11 corridor, and they want to reduce it to three lanes,
12 one left turn, two through lanes, bike lanes, parking
13 areas, you know, that kind of thing, same thing you
14 see on 17th and 16th, all right?

15 Well, what you're doing is, or what you've
16 got already, Jefferson Street is already a road diet.
17 You already have two lanes and a left turn continuous
18 lane. You already have that. So you don't have to
19 make it any more of a road diet to calm the traffic
20 as is.

21 Now, part of what they studied in 2017 was to
22 look at how we can create a more traffic-calm
23 corridor. And there were some recommendations they
24 made. But that's going to require funding to make it
25 a more calm corridor, maybe create some areas where

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1 you have the midblock crossing, those type of things
2 that are signalized, you know, those types. So
3 you're giving the driver -- they're noticing now
4 they're driving down a corridor, that they've got to
5 watch out for certain things.

6 That area from the interstate, from 12th
7 Avenue up to DB Todd, I have done this myself: I
8 find I'm doing, like, 35, almost 40 miles an hour,
9 because there's no signals to stop me. When you are
10 coming from the interstate right there at Mount Zion
11 and you go all the way to DB Todd, it's wide open.

12 So that's the area that we have studied that
13 we are going to try to -- hopefully we can pick up
14 some funding to do some work there. But right now,
15 with the funding we have, these two, that's what
16 we're looking at right now.

17 Yes, ma'am?

18 MS. KATE MONAGHAN: My name is Kate
19 Monaghan.

20 Are there any examples of roundabouts in
21 Nashville that would be similar to what you're
22 talking about that we could actually see?

23 MR. TAYLOR: So the most similar to
24 this one going to be the one down by the convention
25 center.

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1 MS. MONAGHAN: 8th Avenue, the big
2 roundabout.

3 MR. TAYLOR: So the reason that one --

4 MR. MOORE: The one with the Pixie
5 Stix.

6 MR. TAYLOR: -- is the most similar,
7 it's a multi-lane roundabout. It has painted
8 markings in the middle of the roundabout, you know,
9 as you're going into it. That one downtown is much
10 larger.

11 MR. MOORE: Double.

12 MR. TAYLOR: No, not quite double the
13 size. It's just much larger down there for lots of
14 different reasons. This will be much smaller.

15 There is one at 46th and Murphy in Sylvan
16 Park. That's a single lane. But this would be laid
17 out a lot like that one is laid out.

18 COUNCILMAN KINDALL: The way this
19 roundabout is designed, how would you get into
20 Aklebu-Lan -- I call it Akee-belon (phonetic); I know
21 it's pronounced different -- Bookstore off of 28th
22 going north? I can see how you get in from
23 Jefferson. But how would you get into that
24 bookstore?

25 MR. MOORE: Did you say going north?

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1 COUNCILMAN KINDALL: I'm going out into
2 28th. How would I get there?

3 MR. MOORE: Well, that's part of what
4 may be at issue, because the bookstore is right here,
5 and you've got to come in.

6 COUNCILMAN KINDALL: Yeah.

7 MR. MOORE: All right. So you're
8 heading north from Hadley Park, you're going to go up
9 to 28th, you want to turn into the bookstore.

10 COUNCILMAN KINDALL: Right.

11 MR. MOORE: And this is the sidewalk
12 that would be built to improve the sidewalk around
13 there.

14 Their parking is right here. They may have
15 three spots. So this is the issue that we are
16 dealing with now, trying to get people to get in here
17 (indicating), and you've got people moving around the
18 roundabout. And so people coming from Jefferson
19 Street, see, they can't -- they're going to have an
20 issue just trying to get around this roundabout to
21 get around here just to turn down to Aklebu-Lan.
22 That's something that's going to have to be
23 considered, if this is the design that the community
24 favors, because we can't cut off his access.

25 COUNCILMAN KINDALL: That would really

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1 -- that would cut off his access.

2 MR. MOORE: Yeah. We're going to have
3 to improve his access some kind of way.

4 MR. CLINTON GRAY: Let me ask a
5 question. Clinton Gray, Citizens Bank.

6 All right. In our area meeting --

7 MR. MOORE: Yes.

8 MR. GRAY: -- we talked about
9 elimination of certain parcels, pieces of property.

10 MR. MOORE: Right.

11 MR. GRAY: All right. Is that still in
12 this plan here?

13 MR. MOORE: It could be. This is the
14 Marathon Service Station. I had a chance to talk
15 with this gentleman along with Councilmember Kindall.
16 He is concerned about access as well. But we're
17 concerned about, you know, possible damages, because
18 this is his canopy. This is where his tanks are and
19 service pumps are right now.

20 If we're building this road and having to
21 acquire the right of way to do that, see, we might be
22 damaging him. And that's where the money starts to
23 come up, because, you know, he's got a pretty
24 lucrative business right here. And putting this
25 roundabout in, of course, would create a situation

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1 where he may not be able to --

2 MR. GRAY: Following that conversation
3 with Reverend Sanders earlier, it's going to cause a
4 lot of anger, because as you are talking about now,
5 you are talking about reprogramming people through
6 the adjustment of ingress and egress.

7 MR. MOORE: Yes.

8 MR. GRAY: And that's a tough one.

9 MR. MOORE: Yes.

10 MR. GRAY: That's a tough one. So I
11 don't know what your plans are, but that certainly
12 needs to be looked at, if this is what you are
13 proposing in this plan here.

14 MR. MOORE: Well, once again, you know,
15 we can only state to everybody the facts. When you
16 do the studies, and you're talking from a vehicular
17 standpoint, once people get used to this, then it's
18 going to function at a better level of service than
19 if you upgrade it.

20 So from a vehicular standpoint, this is the
21 better design. But from a standpoint of, like I
22 said, ingress and egress, right of way impacts, then
23 it has its problems. It's problematic from the
24 standpoint of that, yes.

25 REV. SANDERS: Let me just suggest

1 something. I understand what you're saying in terms
2 of the mechanics of how this circle will work. I
3 think what you need to consider strongly is the way
4 in which people think and behave in terms of their
5 driving habits.

6 I think there's something to be said for
7 having distinct ways in which people stop and go. We
8 already live in a city where a yellow light means
9 speed up instead of slow down.

10 (Laughter.)

11 REV. SANDERS: That's funny. But it's
12 the truth.

13 MR. MOORE: Yeah, it is the truth. It
14 is, yes. I agree.

15 REV. SANDERS: You add that mentality
16 in the equation of how you negotiate them. For
17 instance, I consider the Murphy Road circle, which I
18 use regularly, okay, almost on a daily basis, it's
19 amazing the level of literal road rage you encounter.
20 When people come in circles like that, they have
21 their inbred attitudes of privilege and entitlement
22 in the right of way. The dynamics are part of
23 everything else we have to deal with in terms of the
24 culture of the city and the societal norms and
25 attitudes.

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1 I think you are going to end up creating a
2 situation that has much greater volatility in terms
3 of interpersonal interaction.

4 There is something to be said for lights that
5 are regulated. And I would think we might want to
6 look at the idea of expanding in the way to allow the
7 flow of traffic to be greater, especially what
8 happens at about 4:00 in the afternoon when students
9 are leaving TSU and when the corridor created now
10 becomes some major thoroughfare between West End and
11 Clarksville Highway and Ashland City and the like.

12 So, you know, I am just not sure that that's
13 not going to translate into being a pretty extensive
14 problem.

15 And let me just go one step further with you
16 and say, I think that part of the thinking and that
17 part of the equation of decision-making needs to be
18 incorporated, because when it's done, it's done.

19 MR. MOORE: Oh, yeah.

20 REV. SANDERS: And I know we say
21 something really tongue in cheek, the experience of
22 what happened with the building of I-40, but the fact
23 is, it happened. If there had not been input from
24 the community in the way in which it ultimately was
25 accepted, there wouldn't even be an exit on Jefferson

1 Street. And the appreciation for the character of
2 the community was completely ignored.

3 So that's why I'm very concerned about asking
4 you what's the process going to be and how would the
5 steps transpire in a way that would allow us to make
6 sure that the interests of the existing community is
7 not compromised.

8 So I have lived in Nashville for 47 years,
9 and I remember the community plans for Jefferson
10 Street for the future that did not include much of
11 anything. That is a part of what might have
12 historically been there, because it was always
13 understood in this new season of reality, people who
14 migrate out always do come back in, especially with
15 some of the dynamics of those folks that we know.

16 So it's happening to us right now, and it's
17 created a tremendous level of displacement. It has
18 created a tremendous level of dissatisfaction. I
19 think sometimes people don't know how to inject and
20 how to bring their concerns to bear.

21 And I think what I'm asking you to be sure
22 you do is to make it a part of your agenda to see to
23 it those types of concerns are registered and fully
24 respected in terms of whatever we end up with.

25 Obviously, you know, the fact is, you

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1 probably end up -- I wish I could think of it
2 differently, but you probably will do whatever you
3 want to do anyway.

4 MR. MOORE: We're going to do
5 improvements. That is what we're trying to do.

6 REV. SANDERS: And I applaud your
7 effort to try to make sure you get the input. I'm
8 just saying -- that's why I asked you the questions
9 earlier. I want to know how we got to the point
10 where we are right now. You have answered that to
11 some degree.

12 I want to be clear about, going forward, what
13 the steps are going to be and how you will try to
14 incorporate some of the types of concerns we raised
15 in that process.

16 COUNCILMAN KINDALL: This project
17 impacts much more than just North Nashville,
18 obviously, because it's a thoroughfare. It probably,
19 from a vehicular standpoint of view, impacts people
20 at Bordeaux as much as it does people in North
21 Nashville, maybe even more, when you're talking about
22 traffic lined up going to Bordeaux. The same thing
23 going west going to West End, Vanderbilt, Belmont,
24 all that.

25 But I hear Rev. Sanders' concern. And I have

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1 been around here 74 years, and I was here when they
2 had the 1955 meeting of government officials and some
3 local officials to determine what they were going to
4 do with this interstate -- it was a private meeting
5 and didn't involve anybody in this community -- and
6 to determine where the interstate was going, and it
7 happened.

8 But I think to answer the question where we
9 go from here, I'm hoping that you will take
10 everything that is being said here today in
11 consideration as well. That's why I'm suggesting
12 that we have another community meeting, even if it
13 does end up just being people from this area, and
14 that's the only people I can pretty much conjure up
15 -- try to conjure up, to see what your response is.
16 In other words, did you hear comments made the other
17 day? What is your response to those comments, and
18 how do you intend to proceed from there?

19 One of the things that hasn't been brought up
20 that I did want to bring up, the traffic going north
21 on 28th in the evening is a significant problem. I
22 mean, traffic is lined up all the way at least to
23 Swett's and sometimes all the way to Charlotte Pike.

24 MR. MOORE: I have seen that too.

25 COUNCILMAN KINDALL: If we could find a

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1 way to open two lanes -- I don't know how you do
2 this; I don't know if the land is there -- going
3 north, because when you cross Jefferson Street, there
4 are two lanes, you know, going north. There is only
5 one coming into Jefferson Street. And I don't know
6 how -- I don't know if that is adequate space or
7 whatever to do that. But that would significantly
8 decrease part of the problem. I mean, it's just
9 something to think about.

10 MR. MOORE: Yes, ma'am?

11 MS. TONYA SHERRELL: My name is Tonya
12 Sherrell. And I have a rather screwy question, and
13 that has to do with the water and the sewer and other
14 things that are at that intersection now. Have you
15 done studies -- you talk about traffic studies. I
16 haven't heard anything about, like, large -- we have
17 had inundating rainstorms and things. I just don't
18 know what these intersections are like with that and
19 if you considered that as well.

20 MR. MOORE: The Water Department, I
21 think they have a project right here at 28th as well,
22 and so we'll have to coordinate with them on their
23 project. I don't know the extent of the project,
24 though. But this is a location that the Water
25 Department is looking at to make some upgrades.

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1 COUNCILMAN KINDALL: It's similar to
2 the one they're doing now at Clifton. If you notice
3 all the digging, and that's Water and Sewage that's
4 doing the project.

5 MS. SHERRELL: I was wondering if the
6 two different designs have anything to do with how
7 water runs and anything like that.

8 COUNCILMAN KINDALL: Runoff, drainage.

9 MR. TAYLOR: So, you know, whatever
10 design is selected, we have to meet the current
11 standards of Metro stormwater. So there will
12 probably be more ends, bigger pipes eventually out
13 there, because I'm sure whatever is out there now
14 won't meet current standards. So each option would
15 be designed to meet it, because they won't approve
16 the plans unless they are, so --

17 MS. SHERRELL: Will more parts have
18 more of an impact than less parts on the structure as
19 far as water? Or it's about the same?

20 MR. TAYLOR: Probably --

21 MS. SHERRELL: It's about the same?

22 MR. TAYLOR: Maybe a little bit less,
23 maybe a little.

24 MS. SHERRELL: I don't know this
25 intersection. I have no idea what the difficulties

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1 are in the rain.

2 MR. MOORE: Well, I think there are
3 some drainage problems.

4 MS. SHERRELL: We're going to have more
5 rain.

6 MR. MOORE: Well, I'm not sure if the
7 2010 flood is a good gauge, because that was an
8 exceptional year.

9 MS. SHERRELL: I think we're going to
10 get more.

11 MR. GRAY: Well, let me interject
12 something. The drainage really starts at 21st, and,
13 I mean, it has just a tremendous amount of gathering
14 of water there. Originally we had talked about 21st,
15 and I don't know if we get to 21st in this plan.

16 MR. MOORE: Yes.

17 MR. GRAY: Because it's a bottleneck.
18 And we came up with the idea that we need turn
19 signals in the right of way; is that not correct?

20 MR. MOORE: Turn signals?

21 MR. GRAY: Turn signals, traffic lights
22 with turn signals.

23 MR. MOORE: Well, yeah, there are going
24 to be some -- are you talking about the turn lane or
25 the turn signals?

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1 COUNCILMAN KINDALL: We mentioned that,
2 turn signals.

3 MR. GRAY: I thought we said --
4 Councilman, I think this one, we talked about --

5 MR. MOORE: An upgrade to the signals.

6 MR. GRAY: -- if we did turn signals,
7 but we have none there for that.

8 MR. TAYLOR: Right. Right. We looked
9 at that, and if there's something we can put into the
10 plans. It didn't increase the level of service all
11 that much because we still had so much through
12 traffic there. But it's definitely something that if
13 we're putting a new signal up, the turn lane --

14 COUNCILMAN KINDALL: I've gotten a lot
15 of correspondence from Meharry Hospital people about
16 the turn signal turning onto Jefferson Street from
17 where the bank is. Because, you know, if you sit
18 there in a car, you can't see those cars coming
19 around. When you turn left, when you turn, you're
20 taking a chance. Those lights are pretty dangerous.

21 MR. TAYLOR: We looked at -- we looked
22 at Jefferson Street and then north, north on 21st,
23 left on there, and it's all doable.

24 MR. GRAY: And it's in this funding
25 that you have for this project?

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1 MR. MOORE: Yes.

2 MS. PATRICIA WATTS: I heard you
3 say --

4 MR. MOORE: Do you want to state your
5 name?

6 MS. WATTS: Patricia Watts.

7 I heard you say whichever plan would be
8 chosen. So is there going to be an official voting
9 process with this, or like the gentleman said, you
10 are going to choose whatever plan you want to do?
11 How is the official plan going to be chosen?

12 MR. MOORE: Well, what you see here
13 with the signal upgrades, that's the original design.
14 The roundabout was, it came after we initiated the
15 stakeholder meetings with our stakeholders at
16 Tennessee State and Fisk and Meharry. That
17 discussion came up. I think Tennessee State is
18 interested in having a gateway into their university,
19 beautification, all those type of things, and they
20 wanted us to take a look at what a roundabout design
21 would look like at 28th and Jefferson.

22 Now, we had studied that already, but it
23 wasn't a design that we were going to go with
24 originally. The design that you see there with
25 similar upgrades was our original design.

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1 So when you do studies on roads,
2 intersections, and you realize that you have some bad
3 levels of service -- and what I mean by that is,
4 you're sitting at a green light -- I mean, at a red
5 light for a long period of time, your delays are
6 longer than usual. Well, then, that's when that
7 intersection has broken down. You need to improve
8 the way the intersections operate.

9 So the studies have been done to determine
10 that the intersections that we mentioned earlier need
11 to be upgraded, need to be improved, because there's
12 been an increase in traffic over the last 20 years,
13 ten years, 15 years, so it's time now to do the
14 upgrades.

15 MS. WATTS: So your decision will be
16 made --

17 MR. MOORE: So ultimately we're going
18 to do the upgrades, but we're doing this forum here
19 to get feedback on what the community feels about
20 what we're proposing. If the roundabout is
21 problematic for a large number of people, if your
22 representation doesn't feel like it's the design
23 moving forward, then that's not what we're going to
24 do. We're not going to do that. But as I stated
25 earlier, the roundabout does provide, vehicular-wise,

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1 the best level of service.

2 So when you're doing improvements with
3 federal dollars, there is a purpose and need
4 statement that you make, there is a justification
5 study that you have to provide on why you are using
6 federal dollars a certain way. But if the community
7 is not for it --

8 COUNCILMAN KINDALL: Let me say --

9 MR. CLEGHON: The best thing everyone
10 can do is make your comments official so we have a
11 record of it.

12 MR. MOORE: Right. That's why we have
13 the reporter here now, so we can -- what they have to
14 do now is, just like when you were asking about the
15 water situation and all that and what you were asking
16 about, the right turn movement signals and all,
17 that's being recorded. They have to put together a
18 response to this transcript that's going to be
19 official. And I hope by the time that we have the
20 meeting that Mr. Kindall is putting together, we will
21 have their feedback on what they were able to do and
22 studies. All this, we have to do what we have to do
23 from an engineering standpoint anyway. Regardless of
24 the type of community feedback we get, we have to do
25 our studies based on the engineering, based on the

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1 studies, because that's all we have. And we have
2 standards that we go by. We have traffic manuals,
3 guidelines, TDOT standards, all these type of things
4 that we use to design to make improvements to our
5 roads. That's all we have to work with.

6 But we do have to also engage the public.
7 That's a part of what we do from a standpoint,
8 whenever you have federal dollars or even local
9 dollars, you have to engage -- we have to engage the
10 public. We can't just build something without public
11 input.

12 COUNCILMAN KINDALL: Yeah. I keep
13 hearing comments "You're going to do what you want to
14 do anyway." At least that's implied. But to go back
15 to the process, even though it's federal dollars,
16 still, the City is involved.

17 MR. MOORE: Yes.

18 COUNCILMAN KINDALL: I am a councilman.

19 MR. MOORE: Yes, you are.

20 COUNCILMAN KINDALL: This is my
21 district. If I don't sign the dotted line, it
22 probably won't get done.

23 MR. MOORE: Yeah, because in addition
24 to federal money, there's local money.

25 COUNCILMAN KINDALL: That's why I want

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1 to hear from you.

2 MR. MOORE: There's local money
3 associated with both the signalized upgrades or the
4 roundabout, and it costs considerably more doing the
5 roundabout. That's a fact.

6 MS. MONAGHAN: Can I make one more
7 comment?

8 MR. MOORE: Yes, ma'am.

9 MS. MONAGHAN: That intersection works
10 really, really well 20 hours out of the day. You're
11 talking about making a lot of change to something
12 that's a problem four hours a day during rush hour.
13 And if I'm understanding, it is really just evening
14 rush hour. So I think you've got more of a problem
15 than just that intersection there with all that
16 traffic coming from West End basically and moving
17 through the Jefferson Street crossing.

18 So you're going to come up with something
19 that won't make the intersection work as well for
20 those 20 hours a day, because coming from the
21 interstate exit going, you know, west on Jefferson
22 Street, the roundabout, you know, is going to be more
23 difficult, and during rush hour, you're not going to
24 be able to get through there at all. You'll have to
25 just be very, very careful what you do to our

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1 intersection over there to solve a problem that
2 happens four hours a day. There have got to be other
3 ways to make that work better. We have traffic
4 signals there, we have traffic signals at Albion,
5 traffic signals at Herman. It's a mess all the way
6 down to Charlotte.

7 So don't just take our intersection and ruin
8 it with more problems that, you know, have to be
9 fixed all the way down the line. Thank you.

10 COUNCILMAN KINDALL: I think those
11 improvements can be done.

12 MR. MOORE: Yeah. That's the plan. We
13 want to make the improvements.

14 COUNCILMAN KINDALL: We don't want to
15 give the Government its money back.

16 MR. TAYLOR: No, we don't want to give
17 the federal money back. We might not get any more
18 money. We want to use what's been obligated; that's
19 for sure.

20 REV. SANDERS: I think between now and
21 the time we meet, I'm going to see if we can bring
22 some other suggestions --

23 MR. MOORE: Sure.

24 REV. SANDERS: -- maybe to fit within
25 the Department of Transportation that might represent

1 other uses of the dollars. Because you can -- it's
2 what they say about, you know, if you go to the
3 doctor, if it's a surgeon, they are going to cut.
4 You know, if you want to get repairs done, you know,
5 the carpenter, he's going to be driving nails or
6 something.

7 I know that you-all are very creative and
8 brilliant engineers, but I think the other things you
9 might want to do is consider other problems that have
10 a lot more to do with the people who live in the
11 neighborhoods and make that a part of the equation in
12 the way that it is definitely going to help determine
13 how the decision gets made, because I think it is
14 going to come down to what's something more than
15 dollars and cents to play out in terms of a circle
16 versus a widening. There are other issues. And I
17 think we need to try to help you think of that,
18 because in many instances it's the people who deal
19 with it every day. So, you know, so we'll talk about
20 it.

21 MR. MOORE: Yes, sir.

22 MR. GRAY: One last thing I'll ask: Is
23 there a timeline on this money to be used?

24 MR. MOORE: Well, we want to get it
25 under construction hopefully within the next two or

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1 three years.

2 MR. GRAY: Have you got a deadline?

3 MR. MOORE: You know, if we get to the
4 right of way stage, that's going to take about a year
5 or so. And hopefully, that will occur some time
6 within this year.

7 COUNCILMAN KINDALL: Thank you all for
8 coming.

9 MR. MOORE: Thank you. I appreciate
10 your time.

11 (Hearing concluded at 6:13 p.m.)

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REPORTER'S CERTIFICATE

I, Brian V. Ratekin, Registered Diplomat
Reporter and Notary Public for the State of
Tennessee, do hereby certify that I recorded to the
best of my skill and ability by machine shorthand the
proceedings contained herein, that same was reduced
to computer transcription by myself, and that the
foregoing is a true, accurate and complete
transcript, to the best of my ability, of all the
proceedings heard in this cause.

I further certify that I am not an attorney or
counsel of any of the parties, nor a relative or
employee of any attorney or counsel connected with
the action, nor financially interested in the action.

Dated this 20th day of May, 2019.



Brian V. Ratekin
LCR No. 067; Exp. 6/30/20

My Commission Expires:

April 19, 2021