



- MINUTES -
VISION ZERO ADVISORY COMMITTEE
 North Precinct Community Room

October 26, 2023

ATTENDEES

COMMITTEE

Peter Robinson, Hannah Sasscer, Jeremiah Wooten, Wesley Smith, Shandira Edgecombe, Joy Andal, Carmen Jones, Christopher Sandwith, and Christine Irizarry

STAFF

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

MEMBERS NOT PRESENT

Phillip Peck, Chris Bowe, Ben Hubert, Nicole Abernathy, Amanda Key, and Katherine McDonell

1. Call to Order

- The October 26, 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, Jeremiah Wooten, Wesley Smith, Shandira Edgecombe, Joy Andal, Carmen Jones, Christopher Sandwith, and Christine Irizarry
- Absent: Phillip Peck, Chris Bowe, Ben Hubert, Nicole Abernathy, Amanda Key, and Katherine McDonell

3. Approval of Minutes

- September minutes were approved unanimously.

4. Public Comment

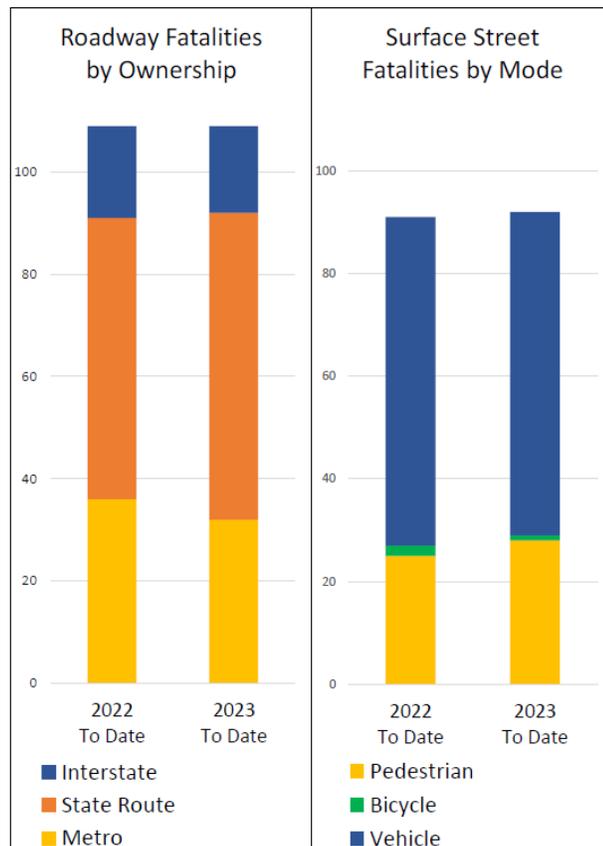
- There was no public comment at this time.

5. Fatal Crash Statistics Update

2023 Roadway Fatalities To Date

By Ownership	2022 To Date	2023 To Date	Change (%)	Since 9/28
Interstate	18	17	-6%	1
State Route	55	60	9%	8
Metro	36	32	-11%	3
Total	109	109	0%	12

Surface Streets Only	2022 To Date	2023 To Date	Change (%)	Since 9/28
Vehicle	64	63	-2%	5
Pedestrian	25	28	12%	4
Bicycle	2	1	-50%	0
Total	91	92	1%	9



- Mr. Vaught presented the fatal crash statistics for the current month. There have been 12 fatal crashes since last month, putting this year's numbers even with last year's numbers. 4 of these crashes involved vulnerable road users, with one of them involving a tow truck malfunction. Memphis is still driving the state numbers. While Memphis does have a Walking and Biking manager, it was confirmed that they do not have an official Vision Zero program. Nashville and Knoxville are the only cities in Tennessee that have established Vision Zero programs.
- Mr. Vaught went on to state there was a high concentration of crashes in the Southeast area.
 - Mr. Smith asked where specifically in the southeast location did these crashes take place.
 - MNPDP was present and stated the three pedestrian crashes that took place at the following locations, Central Pike, Andrew Jackson Boulevard, and Buchan Street.

6. Items to be Considered

a) MNPDP Ticketing / Enforcement

- MNPDP spoke to their ticketing and enforcement process. They gave some background on the fatal crash investigation unit. The fatal crash investigation unit is defined as any crash that comes back as fatal or with life-threatening injuries determined by a medical professional. The fatal crash investigation unit meets every month with the DA and TDOT to review prosecution for these reports.
- MNPDP went on to discuss their motor unit and how this unit operates. The motor unit works to develop hot spots along the high-injury network that they will then patrol on a random schedule to help monitor safety factors and push enforcement.
- MNPDP receives a grant through the safety office for impaired driving enforcement and multi-offenders. 50% of this funding must be used for impaired driving enforcement while the rest of the money can be used for multi-offenders. The majority of the multi-offender enforcement includes controlled access, distracted driving, improper lane change violations, and unbelted drivers.
 - Ms. Andal asked if they monitor for cars blocking sidewalks.
 - MNPDP responded that the grant must be used for enforcement and that blocking sidewalks would not be enforced.
 - Ms. Andal asked if those not crossing in crosswalks can be monitored as enforcement.
 - MNPDP responded that this would be covered in another grant, the pedestrian grant. This grant is a combination of enforcement and education funded by TSMO. On the enforcement end, they are targeting known areas with high speeds or areas with lots of multimodal infrastructure and issuing citations for those failing to stop. For the education side, they are handing out materials with driver and pedestrian tips, reflective materials, and attending public educational events.
- Chair Robinson asked about the timeline of when this funding will be received. He noted that most pedestrian crashes are in winter months due to darkness (December – February).
 - MNPDP stated that they got some money sometime in June. They have a strategy for winter months for enforcement but will have to transition some since the grant money is not in yet.
- Chair Robinson asked if there is data or a dashboard to support that enforcement reduces crashes.
 - MNPDP responded that there is data that shows enforcement supports crash reduction. Vehicle stops have recently dropped off by about 90% due to protests. They went from about 300,000 traffic stops to about 30,000 and during that time they saw fatal crashes rise every year.
 - Chair Robinson asked if this data was available.
 - MNPDP responded that the data is not public, but they should be able to get this data to the committee for review.
- MNPDP added that at the end of 2022, they convinced the department to give them all the motorcycles to be able to use towards enforcement. It is a slow process of getting the enforcement rates back up. As the cost-of-living increases, they must ask for more money to be able to support increasing salaries. They also want to make sure we are pushing our resources accordingly.
 - Mr. Smith asked MNPDP to give their perspective on deterrence. He also asked if they could go into more detail regarding the random rotation enforcement schedule.
 - MNPDP stated that there are a lot of studies showing high visibility enforcement with multiple cops stationed along a roadway segment can be effective.
 - Regarding the rotation schedule, the traffic stops are 5 days a week and will rotate on a schedule that is predetermined fairly far out in advance and is random to public.

b) Autonomous Vehicles / Cruise

- Yariel Diaz with Cruise presented on autonomous vehicles.
- Ms. Andal asked some questions regarding wheelchair accessibility and how service animals will be secured.
 - Mr. Diaz responded that they are currently beta testing to be able to work through these concerns. He added a lot of people currently face this type of discrimination from ride-share services.
- Ms. Edgcombe asked about the cleaning protocols, are the vehicles serviced daily. She asked how the vehicles would react if they needed to be cleaned before their scheduled cleaning.
 - Mr. Diaz stated that yes, the vehicles are cleaned daily. Regarding emergency cleanings, a user would report it in the app and a new car would be sent to pick them up instead.
- Ms. Andal asked for more information about the cameras and security on the vehicles.

- Mr. Diaz stated that they only map public roads because they only pick up passengers on public roads. He added the vehicle is always recording externally. The internal cameras will only turn on when there is an incident as they must be triggered by something. The vehicles also all come with OnStar services.
- Ms. Irizarry asked if the vehicles would know the speeds of the roads since their max speed is only 35 mph.
 - Mr. Diaz responded the vehicles would only drive up to the max speed of the road. If the road is above 35 mph the vehicle will not go down the road. The vehicles are also aware and will address their driving speed accordingly. The vehicles will eventually drive faster and faster on the road, but they will never exceed the speed limit of the road. The software in the vehicle is updated 1-2 times a month.
- Ms. Irizarry asked where the virtual assistance team is located. She also asked what GPS system is used for navigation.
 - Mr. Diaz stated that the 24/7 365 assistance team is stationed in Arizona. They create their own maps of the city to feed the navigation system. He added the vehicles are more likely to do right turns since they are safer.
- Ms. Jones asked what type of operating system the cars would be using.
 - Mr. Diaz stated that all the software is being developed by Cruise. This has been in process for over 10 years. The overall goal and mission of Cruise is to save lives. The cars are manufactured in San Francisco by GM Motors.
- Ms. Edgecombe asked who from their accessibility crew was responsible for talking with local transit crews.
 - Mr. Diaz responded that it is his job on the state and local team to talk with local transit to build relationships.
- Ms. Andal stated that people turning right have almost hit her due to being in a wheelchair and at an overall lower sight line than someone not in a wheelchair. How will the vehicles account for these types of human factors.
 - Mr. Diaz stated that the vehicles are equipped with a series of sensors in coordination with lidar, radar, and cameras, but the building of this trust will just take time.
- Mr. Smith read the recent statement from the California DMV and asked Mr. Diaz to respond to the recent comments. He added that the company's number one priority is to be successful and not just safety.
 - Mr. Diaz responded that the statement regarding the suspension of their permit in California has to do with an incident regarding a pedestrian and vehicle. A human driver hit a pedestrian and the Cruise vehicle applied brakes and got over but pulled the pedestrian along the way. This triggered an investigation to improve the vehicles.
- Chair Robinson added there was an incident in August of about 10 Cruise vehicles stopped in traffic. What have they done since this to prevent this from happening again.
 - Mr. Diaz stated that this also happened in Austin. Both incidents happened for different reasons and the vehicles became stuck. The main issue in both was that they were not able to respond fast enough. They have since added a fleet of people who are responsible for responding ASAP when things like this happen. These incidents again triggered an internal investigation on the engineering side to improve the vehicles.
 - Chair Robinson also asked about an incident when a vehicle did not respond to an emergency vehicle.
 - Mr. Diaz in this incident that have added capabilities to the vehicles to identify emergency vehicles further out and new siren types were also added.
 - Ms. Edgecombe asked what the response is now for if a vehicle becomes stuck.
 - Mr. Diaz stated the immediate response is remote assistance based on the vehicle's circumstance.
- Ms. Irizarry asked if the vehicles would have anything outside of the self-reporting system with MNP.
 - Mr. Diaz stated that they do not have any special priority over human drivers with regards to MNP but they have their own response team.
- Chair Robinson thanked Mr. Diaz for his time and asked him to come back and speak again as the program develops.

7. New Discussion

- Mr. Smith stated that he is coordinating the World Day of Remembrance on 11/19 and invited the group to join if available.

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 last month so they have no update at this time.
- **New Member Subcommittee**
 - The new member subcommittee is currently working on a proposal to clarify how the first crop of members will operate. Once they have defined the bylaws modifications, it will be added to the agenda for the committee to vote on.
 - Mr. Sandwith added this proposed amendment would affect how we move forward with the application period. The proposed bylaw amendment states initial members serving less than 3 years will automatically be added back to the committee unless they opt-out.
- **Fatal Crash Investigation Subcommittee**
 - Vice Chair Sasscer stated that they will bring something to next month's agenda to denote crashes.
- **Planning and Engineering Subcommittee**
 - The group meeting was canceled this month due to scheduling issues so nothing new to report at this time.
- **Strategic Planning Subcommittee**
 - The subcommittee did not meet this month. It was established that the subcommittee will take the lead in scheduling meetings and NDOT will help facilitate. They will have some things to share in the future.

b) Report from director and staff

- Mr. Boghuzian shared with the committee that NDOT has recently undergone a slight restructuring and he will be moving over to a more multimodal design focus. The Vision Zero committee will now fall under planning. Ms. Saini will take over and lead the committee moving forward.
 - Ms. Saini announced she will be on vacation during next meeting so Mr. Boghuzian or another NDOT staff member will lead the next month's meeting.
 - Deputy Director Freeze added the reason for this restructuring is to help streamline these projects and produce better results. This new structure is more aligned with a formal DOT.
- Ms. Saini added to let NDOT know at least 2 business days before they are needed to help facilitate meetings to allow for schedule coordination.
- Deputy Director Freeze stated that a research team will be coming to Nashville. MTSU is going to be working on research regarding autonomous vehicles. Based off the research, they will work to create a guide to draft a data-sharing framework. NDOT believes there is a better opportunity to maintain these assets. We will have the research group come to speak to the group once it is more defined, but they are currently exploring several possibilities.

9. Adjournment

- The meeting adjourned at 7:00 PM.