



- MINUTES -
VISION ZERO ADVISORY COMMITTEE
 East Park Community Center

April 25, 2024

ATTENDEES

COMMITTEE

Peter Robison, Christine Irizarry, Jeremiah Wooten, Wesley Smith, Shandira Edgecombe, Chris Bowe, and Robin Lovett-Owen

STAFF

Guneet Saini, Piro Meleby, Chris, Anna Dearman, Jon Boghozian, and Madison Fitzgibbon

MEMBERS NOT PRESENT

Hannah Sasscer, Ben Hubert, Amanda Key, Carmen Jones, Nicole Abernathy, Ryan Renfro, Kim Ayers, and Lindsey Ganson

1. Call to Order

- The April 25, 2024, meeting of the Vision Zero Advisory Committee was called to order at 5:00 PM by Chair Peter Robison.

2. Roll Call

- Present: Chair Peter Robison, Christine Irizarry, Jeremiah Wooten, Wesley Smith, Shandira Edgecombe, Chris Bowe, and Robin Lovett-Owen
- Absent: Vice-Chair Hannah Sasscer, Ben Hubert, Amanda Key, Carmen Jones, Nicole Abernathy, Ryan Renfro, Kim Ayers, and Lindsey Ganson

3. Approval of Minutes

- March minutes were approved unanimously.

4. Public Comment

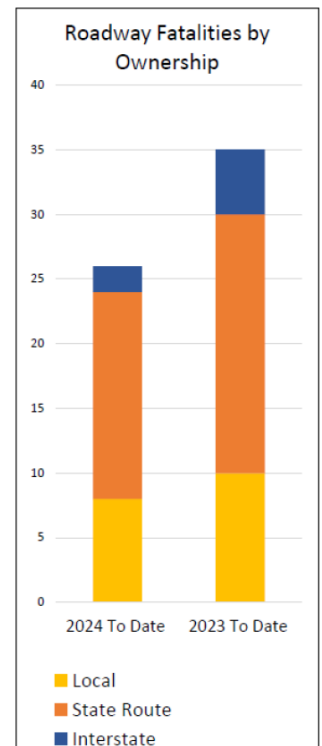
- There was no public comment at this time.

5. Fatal Crash Statistics Update

2024 Roadway Fatalities To Date

By Ownership	2024 To Date	2023 To Date	Change (%)	March
Interstate	2	5	-60%	0
State Route	16	20	-20%	3
Local	8	10	-20%	2
Total	26	35	-26%	5

NDOT Jurisdiction (Local + State Route)	2024 To Date	2023 To Date	Change (%)	March
Vehicle	14	5	180%	2
Pedestrian	8	12	-33%	3
Motorcycle	1	6	-83%	0
Bicycle	0	0	#DIV/0!	0
Single Vehicle	2	7	-71%	0
Total	24	30	-20%	5



- Mr. Meleby presented on the fatal crash statistics for March. There were 5 fatal crashes for the month which all occurred on NDOT jurisdiction roads. There were three pedestrian crashes and two vehicle crashes.

- Ms. Saini added that while our current number show a decrease in the year-to-date pedestrian fatal crash numbers, there are some pending life-threatening crashes that could turn into fatal crashes.
- Mr. Meleby then went over the specific crash risk factor findings for each of the three fatal pedestrian crash locations.

6. Items to be Considered

a) Vision Zero Local High Injury Intersection Projects; Nolensville Pike Pedestrian Crossing Audit

- Mr. Boghozian presented on the pedestrian crossing audit for Nolensville Pike. He stated that the funding for this audit is coming from vision zero dollars that were dedicated specifically to Nolensville Pike by a previous capital spending plan.
- Mr. Boghozian then presented a map of existing crossing locations in the area to the group. On this map squares indicate signalized crossing and triangles indicate mid-block crossings. A map of future/proposed locations was later presented to the committee. On this map orange shapes indicated crossing that have been identified by other studies while red indicated new crossing that have been identified by NDOT through this study.
- The next step of this study is to allow communities to provide comments and feedback on the proposed locations to determine if any adjustment need to be made. They will then identify cost and opportunities to move locations to design.
- Ms. Lovett-Owen asked if this study was only focusing on crossing directly on Nolensville Pike or if it also considers side street crossing in the area.
 - Mr. Boghozian stated that the study includes some additional information regarding the surrounding area that focused on things like side street striping, however, he did not include this in the presentation.
 - Ms. Edgecombe added there are some crossings that aren't even striped in this area.
 - Mr. Boghozian responded that these locations are also being identified and considered as part of this study.
- Mr. Bowe referenced a previous slide that stated the suggesting crossing guidance indicates a crossing should be placed every 200 – 600 ft, but there is only one section that is meeting this guidance. He asked Mr. Boghozian why this is the case.
 - Mr. Boghozian responded this is largely due to context and land use. The guidance is for city blocks and not necessarily a 5-7 lane road such as Nolensville Pike. There are additional constrains and infrastructure that must be considered.
- Ms. Edgecombe asked if these additional crossing are going to be tied to stopping the turn on red.
 - Chair Robison added if these crossing will be tied into LPIs.
 - Ms. Saini stated that they will be tied into LPIs. They have already identified the missing infrastructure needed to make the crossing LPIs and so this missing infrastructure will be added as part of this process.
- Chair Robison asked how this study will be tied into the funding received for Nolensville Pike now that the survey and recommendations are complete.
 - Mr. Boghozian stated while they have already identified the abstract for the safe streets grant, they have not yet determined the specifics. He imagines this document will be included in the scope of Safe Streets and Roads for All (SS4A) grant for Nolensville Pk.
- Mr. Boghozian then presented on the Nolensville high injury network intersection audit. This audit excludes the intersections that are being covered by the SS4A grant.
- They have identified 4 intersections to be funded by the same previously mentioned vision zero funding that has been dedicated to being used towards Nolensville Pike. They are also looking to amend the contract to get 4th Ave included in addition to the locations that were shown in the presentation.
- KCI is doing both studies and did a few different types of data collection. The focus of this study is on mid-term level improvements. While these improvements will be more of a capital level type as opposed to a quick build, they will not be doing any major lane reductions.
 - The committee then proceeded to have some additional discussion surrounding some of the specific improvement plans including slip lanes and curb radius reductions.
- Mr. Boghozian added that we do not know how these improvements will be impacted yet if the referendum is approved. They are moving forward with the project as of now but pending future polices, they may have to re-evaluate.
- Chair Robison asked if Mr. Boghozian can come back to a future meeting to update the group on other high injury network intersection improvements.
 - Mr. Boghozian stated that he would be happy to update the committee as projects progress. These items will be first brought to the engineering subcommittee for them to determine if worth bring forth to the lager committee for the sake of time.

b) Bikeway Projects

- Ms. Dearman presented on the bikeway concept designs for Edgehill and Chestnut. Both designs can be currently found on the Metro webpage here: [nashville.gov](https://www.nashville.gov). They received revised plans for Chestnut this morning but have not been able to review them yet. Ms. Dearman stated she will update the webpage and the committee with the revised plans once they have been reviewed. She encouraged the committee to please share any feedback for the designs.
- Ms. Dearman presented more detail about the concept design for both locations. She added there is not a lot of room to have a wide buffer, but they should be able to implement a vertical buffer in these locations. Closer to Edgehill the parking is heavily utilized. They have a meeting with Music Row Midtown neighborhood organization in May to discuss these challenges. Overall, a bikeway would narrow Edgehill which directly works against a previously passed Metro ordinance for the Reservoir SP that approved the widening of Edgehill. They are working with legal to determine how to overcome this obstacle.

- Ms. Dearman stated that they are not currently showing a roundabout in the Chestnut location as it has been determined that roundabouts are most appropriate when volumes are balanced on all sides. Currently the volumes are fairly imbalanced at this location, but there are other options to improve safety outside of a roundabout.
- Mr. Wooten asked if there is a plan for any type of stop control on the East West end of Chestnut. He added the plans make it look like a 4-way stop but has concern if they are not actually required to stop.
 - Ms. Dearman stated the current plans do not include stop control. The design is intended to indicate friction for people to yield to even if not necessarily required to stop. She will investigate if a formal stop control or some type of raise crossing/intersection would be warranted.
- Ms. Dearman then shared her concerns with loading zones in some of the concept designs. She then proposed the question to the committee that if a loading zone can't be modified, is it better for the bikeway to continue behind the loading zone.
 - Chair Robison stated that he would prefer the bikeway goes behind the loading zone. He suggested that bikeways should never stay in loading zones if they are unable to be protected.
- Ms. Dearman added there is also the potential option to have the bikeway at a slightly lower grade. This is not a detail that is currently adopted into NDOT standards but is something they are considering. Ms. Dearman stated she would send the standard to the committee for them to review.
 - Mr. Smith ask if these options are being considered for both sides of the road in this location.
 - Ms. Dearman stated that they are. The North has a loading zone, and they would look to see what these conditions are to be able to match it in the new loading zone location. She added you could also put the bikeway behind the driveway curb cuts but there would be tradeoffs of the bikeway not being in a straight line.
 - Mr. Bowe stated he prefers biking on the sidewalk over having to merge into traffic.
 - Mr. Smith stated looking into the grading standard for the whole city would be interesting.
 - Mr. Wooten added there are some bikeways that are already slightly graded from being parked on. These would be good locations to observe when reviewing the consideration of this standard.
 - Ms. Dearman added they will also need to review when there is a physical division between the sidewalk and bikeway when considering this standard.
- The committee then continued to have some additional discussion surround design specifics of the Hagan Street and Humphrey's Street locations, with the main concern surrounding the curve on Humphrey's Street.
 - While NDOT does not like to put crossing on curved roads the indicated location is when people naturally want to cross.
 - The committee continued to discuss some of these challenges and potential solutions.
- Mr. Wooten asked if the shared cycle tracks are being designed to run full size busses.
 - Ms. Dearman stated they are being designed to meet ADA landing requirements of 8 ft by 5 ft.
- The committee then discussed some of the design specifics for the Trimble location.
- Mr. Smith stated he is curious about the tradeoff of either being continuous pathways or large amounts of right of way needed. In these pinch point areas, he would recommend the priority be that the most dangerous areas are protected.
 - Ms. Dearman stated that we want to find the best way to get a protected bikeway without having to widen the street. It makes the most sense to extend the curb into the street since this area also has the need to transit stops. They are looking to have a high-quality bikeway and meet protected standards.

c) 31st Ave Project Updates

- Ms. Saini shared that the 31st Ave project is complete, and they are now taking feedback surveys. She added she will share the survey link with the committee for them to provide feedback.
- Mr. Bowe asked if Metro has a drone as this would be a good tool for post data collection.
 - Ms. Saini responded that yes, NDOT has recently acquired a drone. She agreed this would be a good post data collection tool option.

d) Main/Gallatin Update

- This item was deferred due to time.

7. New Discussion

- Chair Robison asked for update of the NES lighting conversion roll-out on-behalf of the concern Mr. Hubert raised.
 - Ms. Saini stated that NDOT's Assistant Chief of Transportation Systems Management, Derek Hagerty, will be attending next meeting to provide an update on lighting.

8. Communications

a) Reports from Vision Zero Advisory Committee Members and Subcommittees

• New Member Subcommittee

- New Member Orientation Briefing
 - The four new members were briefed on the background of the committee. The existing members then gave a quick introduction to the new member present at this time.
- Member Information and Term Length
 - Ms. Saini requested each committee member to submit a quick blurb about themselves to her to be posted to the committee's webpage before next meeting. This blurb should also include each members decided term length.

- **Revision of Bylaws**
 - There were not enough members present at this time to officially vote on the bylaw revisions. Ms. Saini stated she would send out a poll via email for the committee to vote. None of the present members were opposed to the changes presented.
- **Planning and Engineering Subcommittee**
 - Mr. Bowe stated that the subcommittee met twice this month. During these meetings they discussed the Main and Gallatin project, the LED lighting conversion roll-out, and the Safe Routes to School program. NDOT is rolling out the first 15 prioritized school zone enhancements this summer.
 - Mr. Bowe stated they also discussed the Rosa Parks Study. The study is currently in the process of receiving detail feedback. He asked that if anyone is familiar with this study and would like to be included to please send him an email so he can pass along the information. NDOT is meeting with the consultant next week to re-prioritize the scope.
- **Fatal Crash Investigation Subcommittee**
 - Mr. Wooten stated that the subcommittee did meet but there is nothing to report at this time. They are currently accepting new members if anyone would like to be a part of the subcommittee. They will be moving their meeting time to the last Thursday of the month since the full committee meeting is being moved to the second Tuesday of the month.
- **Strategic Planning Subcommittee**
 - There were no updates at this time. Chair Robison will need to appoint a new chair ahead of next meeting.
- **Bicycle Pedestrian Advisory Committee Subcommittee**
 - Chair Robinson deferred the decision to continue the subcommittee to next meeting due to lack of quorum.

b) Report from director and staff

- There were no updates at this time.

9. Adjournment

- The meeting adjourned at 7:00 PM.