

GRANT APPLICATION SUMMARY SHEET

Grant Name: Transportation Planning Grant 24-26
Department: PUBLIC WORKS
Grantor: TENNESSEE DEPARTMENT OF TRANSPORTATION

**Pass-Through Grantor
(If applicable):**

Total Applied For: \$200,000.00
Metro Cash Match: \$20,000.00
Department Contact: Casey Hopkins
880-1676

Status: NEW

Program Description:

The specific need of this project is to conduct a safety evaluation study on the 3.2-mile section of Old Hickory Blvd (SR45) which is an urban arterial, a critical segment within the high and medium tier of Nashville’s Vision Zero High Injury Network. This section has already been identified for safety improvements within the Vision Zero Implementation Plan, underscoring its significance due to the high number of severe crashes. Over the last five years (2018-2022), this stretch has witnessed a concerning number of twenty-two (22) fatal and suspected serious injury crashes. Of particular concern is the fact that seven (7) of these incidents involved pedestrians. The identified section for the proposed study is between Wright Ave and Bell Road. Addressing the safety issues in this stretch is imperative to mitigate the risk of crashes and enhance overall road safety. The study aims to identify effective safety measures for future implementation to reduce the frequency and severity of crashes, particularly those involving pedestrians, contributing to a safer transportation environment for all.

Plan for continuation of services upon grant expiration:

N/A - Project will be complete.

**APPROVED AS TO AVAILABILITY
OF FUNDS:**

**APPROVED AS TO FORM AND
LEGALITY:**

Kevin Crumbo/mjw 1/17/2024 | 4:37 PM CST
Director of Finance **Date**

Courtney Nolan 1/18/2024 | 10:28 AM CST
Metropolitan Attorney **Date**

A.P. G.M.
**APPROVED AS TO RISK AND
INSURANCE:**

Balogun Cobb 1/17/2024 | 4:57 PM CST
**Director of Risk Management
Services** **Date**

Freddie O'Connell 1/18/2024 | 8:56 AM PST
Metropolitan Mayor **Date**
**(This application is contingent upon approval of
the application by the Metropolitan Council)**

Grants Tracking Form

Part One

Pre-Application <input type="radio"/>		Application <input checked="" type="radio"/>		Award Acceptance <input type="radio"/>		Contract Amendment <input type="radio"/>	
Department	Dept. No.	Contact			Phone	Fax	
PUBLIC WORKS	042	Casey Hopkins			880-1676		
Grant Name:	Transportation Planning Grant 24-26						
Grantor:	TENNESSEE DEPARTMENT OF TRANSPORTATION			Other:			
Grant Period From:	05/31/24	(applications only) Anticipated Application Date:		01/19/24			
Grant Period To:	05/30/26	(applications only) Application Deadline:		01/19/24			
Funding Type:	STATE	Multi-Department Grant		<input type="checkbox"/> → If yes, list below.			
Pass-Thru:		Outside Consultant Project:		<input type="checkbox"/>			
Award Type:	COMPETITIVE	Total Award:		\$200,000.00			
Status:	NEW	Metro Cash Match:		\$20,000.00			
Metro Category:	New Initiative	Metro In-Kind Match:		\$0.00			
CFDA #		Is Council approval required?		<input checked="" type="checkbox"/>			
Project Description:			Applic. Submitted Electronically?		<input checked="" type="checkbox"/>		
<p>The specific need of this project is to conduct a safety evaluation study on the 3.2-mile section of Old Hickory Blvd (SR45) which is an urban arterial, a critical segment within the high and medium tier of Nashville's Vision Zero High Injury Network. This section has already been identified for safety improvements within the Vision Zero Implementation Plan, underscoring its significance due to the high number of severe crashes. Over the last five years (2018-2022), this stretch has witnessed a concerning number of twenty-two (22) fatal and suspected serious injury crashes. Of particular concern is the fact that seven (7) of these incidents involved pedestrians. The identified section for the proposed study is between Wright Ave and Bell Road. Addressing the safety issues in this stretch is imperative to mitigate the risk of crashes and enhance overall road safety. The study aims to identify effective safety measures for future implementation to reduce the frequency</p>							
Plan for continuation of service after expiration of grant/Budgetary Impact:							
N/A - Project will be complete.							
How is Match Determined?							
Fixed Amount of \$	\$0.00	or	10.0%	% of Grant	Other: <input type="checkbox"/>		
Explanation for "Other" means of determining match:							
For this Metro FY, how much of the required local Metro cash match:							
Is already in department budget?	\$20,000.00	Fund	40023	Business Unit	42406023		
Is not budgeted?	\$0.00				Proposed Source of Match:		FY23 CSP
(Indicate Match Amount & Source for Remaining Grant Years in Budget Below)							
Other:							
Number of FTEs the grant will fund:	0.00	Actual number of positions added:		0.00			
Departmental Indirect Cost Rate	18.83%	Indirect Cost of Grant to Metro:		\$41,426.00			
*Indirect Costs allowed? <input type="radio"/> Yes <input checked="" type="radio"/> No	% Allow.	0.00%		Ind. Cost Requested from Grantor:		\$0.00 in budget	
*(If "No", please attach documentation from the grantor that indirect costs are not allowable. See Instructions)							
Draw down allowable? <input type="checkbox"/>							
Metro or Community-based Partners:							

Part Two

Grant Budget										
Budget Year	Metro Fiscal Year	Federal Grantor	State Grantor	Other Grantor	Local Match Cash	Match Source (Fund, BU)	Local Match In-Kind	Total Grant Each Year	Indirect Cost to Metro	Ind. Cost Neg. from Grantor
Yr 1	FY25	\$0.00	\$100,000.00	\$0.00	\$10,000.00	40023, 42406023	\$0.00	\$110,000.00	\$20,713.00	\$0.00
Yr 2	FY26	\$0.00	\$100,000.00	\$0.00	\$10,000.00	40023, 42406023	\$0.00	\$110,000.00	\$20,713.00	\$0.00
Yr 3	FY__									
Yr 4	FY__									
Yr 5	FY__									
Total		\$0.00	\$200,000.00	\$0.00	\$20,000.00	40023, 42406023	\$0.00	\$220,000.00	\$41,426.00	\$0.00
Date Awarded:					Tot. Awarded:					
(or) Date Denied:					Reason:					
(or) Date Withdrawn:					Reason:					

Contact: juanita.paulsen@nashville.gov
vaughn.wilson@nashville.gov

JP

TDOT Transportation Planning Grant Application



The Transportation Planning Grant (TPG) is intended to assist jurisdictions (both municipalities and counties) with transportation planning efforts that determine strategies to support improvements in traffic flow, safety, mobility, and overall efficiency of the transportation system. Since 2015, TDOT has awarded more than 90 planning grants across the state, many of which have resulted in implementation funding.

TDOT is pleased to announce the 2024 Transportation Planning Grant cycle. This cycle will open on January 2, 2024, and will close on January 19, 2024, at 4:30 pm CST. The maximum award amount is \$200,000 and the local match is 10%. We will be offering a 0% local match to distressed and at-risk counties and communities within.

Planning opportunities include, but are not limited to:

- Complete Streets Plans
- Bicycle and Pedestrian Master Plans
- Transportation System Management and Operations (TSMO) Plans
- Corridor Studies
- Resurfacing and Striping Plans
- Community Mobility Plans

Please reach out to your regional OCT staff with any questions:

<https://bit.ly/3v9oPlu>

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Contact Information

1. County/City/Town Name*

Nashville-Davidson County

2. Select your TDOT Region. Please use this link to determine your region:

<http://bit.ly/3GASkza>*

Region 3

3. In what MPO or RPO are you located? Please use this link to determine your MPO/RPO area: <https://bit.ly/4acGFDX>*

Nashville MPO

4. Point of Contact*

Casey Hopkins

5. Point of Contact Email Address*

casey.hopkins@nashville.gov

6. Point of Contact Phone Number*

(615) 880-1676

7. Point of Contact Mailing Address*

750 S. 5th Street, Nashville TN, 37206

8. Is your jurisdiction within a distressed or at-risk county as determined by ECD?

Link to ECD County Status: <https://bit.ly/41cekJQ>*

- Yes, Distressed
- Yes, At-Risk
- No, neither

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Plan Details

9. What category of plan are you interested in? We welcome any transportation planning ideas. *

- Complete Streets Plan
- Bicycle & Pedestrian Master Plan
- Transportation System Management & Operations (TSMO)
- Corridor Study
- Resurfacing and Striping Plan
- Community Mobility Plan
- Other Plan type

If you selected "Other" on Question 7, please provide details on your plan type here.

Safety Evaluation Study

10. Funding Amount requested (up to \$200,000) *

200,000

11. By checking this box, I acknowledge that, if awarded, a 10% match will be required (not to exceed \$20,000; distressed and at-risk counties qualify for 0% local match).*

Acknowledge

12. Please give a general location of your project (e.g. SR-1 within county limits; city-wide, etc.).*

The specific need of this project is to conduct a safety evaluation study on the 3.2-mile section of Old Hickory Blvd (SR45). The identified section for the proposed study is between Wright Ave and Bell Road.

13. What is the specific need of this project? Please provide as much detail as you feel necessary.*

The specific need of this project is to conduct a safety evaluation study on the 3.2-mile section of Old Hickory Blvd (SR45) which is an urban arterial, a critical segment within the high and medium tier of Nashville’s Vision Zero High Injury Network. This section has already been identified for safety improvements within the Vision Zero Implementation Plan, underscoring its significance due to the high number of severe crashes. Over the last five years (2018-2022), this stretch has witnessed a concerning number of twenty-two (22) fatal and suspected serious injury crashes. Of particular concern is the fact that seven (7) of these incidents involved pedestrians. The identified section for the proposed study is between Wright Ave and Bell Road. Addressing the safety issues in this stretch is imperative to mitigate the risk of crashes and enhance overall road safety. The study aims to identify effective safety measures for future implementation to reduce the frequency and severity of crashes, particularly those involving pedestrians, contributing to a safer transportation environment for all.

***Data Source: Electronic Tennessee Roadway Information Management System (ETRIMS**

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Plan Details (cont.)

14. How will access to local and/or regional services and facilities be accomplished through this plan?*

By addressing safety concerns, this study aims to provide recommendations ensuring a safe and inclusive transportation environment for all. The study recommendations will focus on enhancing safety and mobility for the corridor to encourage more people to use the route, thus enhancing the connectivity to businesses and essential services with adequate infrastructure and effective access management. Access management will be thoroughly evaluated to increase safety by strategically limiting drivers' decision points and removing potential conflicts. Recognizing the significant utilization of this route by emergency vehicles, the plan aims to evaluate ways to expedite emergency response and care. Additionally, the plan aims to evaluate transit ridership and bus stop safety to optimize accessibility to businesses, essential services, and residences.

15. Are there safety concerns that need to be addressed? Please provide any details on specific safety concerns and locations.*

There are significant safety concerns within the identified 3.2-mile section of Old Hickory Blvd, as evidenced by the crash data over the last five years (2018-2022). The area is part of the high and medium tier of vision zero High Injury Network underscoring the high severity and frequency of crashes on this corridor. During this period, there have been a total of twenty-two (22) fatal and suspected serious injury crashes within this stretch. This alarming number highlights a pressing need for comprehensive safety measures. Seven (7) of these crashes involved pedestrians, further emphasizing the vulnerability of road users in this specific location. This necessitates a detailed safety evaluation study of this corridor to understand the need for safety, comfort, and mobility for those walking, bicycling, using personal mobility devices, or using transit. This segment serves a high number of trips and a diverse community, encompassing several apartment complexes and various small to large businesses, including restaurants, cafés, medical offices, grocery stores, and others. Besides serving as a daily commute route for numerous residents, this route is heavily traveled by emergency vehicles due to the proximity of the major emergency hospital, Tristar Summit Center. The substantial use of this route by emergency services highlights its critical role in providing quick access to medical facilities for adequate post-crash care—an important element of the Safe Systems Approach. A significant portion of this segment has been identified as highly vulnerable area by the GNRC Degree of Vulnerability Tool and Climate and Economic Justice Screening Tool (CEJST).

16. How will this affect economic growth, commerce, tourism, and/or revitalization?*

A well-executed project can positively impact economic growth, commerce, tourism, and revitalization. Improved transportation infrastructure often attracts businesses by facilitating the movement of goods and people, fostering economic development. Efficient transit systems can boost tourism, making areas more accessible and attractive. Additionally, enhanced connectivity contributes to urban revitalization, encouraging investment and community development. Overall, this plan can be a catalyst for economic prosperity and the revitalization of regions.

17. How will this project support the local community?*

This project aims to support the local community by enhancing safety, accessibility, connectivity, and overall quality of life. It involves creating safer streets, improving transit access, and fostering sustainable transportation choices. This can lead to increased job opportunities, better access to education and healthcare, and a more vibrant local economy. Additionally, community engagement in the planning process ensures that the project aligns with the needs and preferences of residents, contributing to a transportation system that serves and uplifts the local community.

18. What type of relevant data or statistics will support this project's need (e.g. crash data, increasing traffic volumes, etc.)?*

The initial project task involves framing the safety evaluation study by gathering the latest 5-year crash data for all modes and the most recent 10-year crash data on severe pedestrian and bicycle crashes. Additionally, data on traffic counts and speed will be collected from up to five locations, along with existing traffic signal timing analysis at signalized intersections. The assessment extends to existing traffic operations at intersections and segments with capacity, delay, and Level of Service (LOS) calculations. Utilization of databases such as GNRC open data and Replica Origin Destination data will enable an in-depth analysis of demographics, economic factors, and environmental impacts along the corridor.

Following this data compilation phase, a site visit will be conducted to document current conditions in the study area and establish a community context. The site visit aims to inventory existing multimodal infrastructure, provide an existing condition report through a walking and biking audit, assess land use, identify safety concerns, address ADA accessibility issues, and document development patterns in the proximity. Additional data sources, including WeGo ridership and priority stop locations, details on existing transportation projects and policies, fatal crash investigation reports and insights from community surveys, will be critical in comprehensively analyzing the existing conditions. This holistic approach will better inform the development of solutions and strategies for the corridor.

Finally, this data collection and analysis will result in a baseline conditions report. This report will summarize the findings through a combination of graphics and accompanying narrative.



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Plan Details (cont.)

19. How do you plan to implement the plan once complete? (e.g. through local budget, through grant funding, etc.)*

Upon completion of the study, the implementation of the plan will be executed through a strategic and phased approach.

Recommendations Integration: The study's recommendations, including strategies and solutions selected based on high benefit-to-cost ratios and low crash modification factors, will be integrated into three distinct project lists within the plan:

Quick Build Projects: These include short-term or immediate improvements, such as signage, pavement markings, ADA ramps, signal timing improvements, and curb ramp installations.

Mid-term Projects: Typically, these are projects requiring advanced design, engagement, coordination, and permitting. Although these projects take longer to complete and have high costs associated, they have a significant impact on corridor or intersection safety. Examples include intersection improvements, advanced pedestrian traffic control, lighting enhancements, and transit access improvements.

Long-term Projects: Addressing substantial corridor transformations or reconstructions, targeting all safety, accessibility and connectivity elements identified in the study corridor.

This comprehensive list will form the basis for creating an implementation plan with specific projects, associated costs, and engagement strategy. This approach ensures systematic and efficient execution, with each phase building upon the success of the previous one.

Collaboration with Stakeholders: The initiation of planned projects will involve proactive engagement with state and metro departments, community representatives, and relevant stakeholders. This collaborative effort will continue throughout the project planning and implementation stages, ensuring alignment with community and local needs.

Safety Improvement Design and Implementation: This critical step involves the design, permitting, utility coordination, and state/local review of the proposed changes to roads, transit systems, and other transportation infrastructure. Following these preparatory phases, the physical implementation of the recommended measures will be executed.

Monitoring and Evaluation: A continuous assessment process will be in place to assess the impact before and after implementing changes. This evaluation aims to ensure plan's effectiveness to evolving needs.



20. This application requires a signed resolution of support from the applying jurisdiction(s). This resolution shall include an agreement to pay the local match, should the grant be awarded, and that the jurisdiction will adopt the final plan by resolution. Please upload your resolution here.

Upload File

No File

Chosen

Total 25 MB Limit - File Types Accepted - Word, Excel, PDF, jpg, jpeg, gif, png

21. If you are unable to provide a signed resolution before the application due date, please indicate when your next scheduled opportunity to adopt the resolution. (no later than February 15, 2024)

Feb 06 2024

22. By checking this box, I acknowledge that I will send my resolution by email to TDOT.OCT.Grants@tn.gov by February 15, 2024.*

Acknowledge

23. By checking this box, I acknowledge that, if awarded, the final plan will need to be adopted by resolution.*

Acknowledge

24. If you have any supplemental information you'd like to provide (e.g. maps, previous studies), please upload here.

Upload

Supplemental Information Question

15.docx

Supplemental Information - Total 25 MB Limit - File Types Accepted - Word, Excel, PDF, jpg, jpeg, gif, png

25. If you have links to any supplemental information you'd like to provide (e.g. previous studies, articles) please leave hyperlinks here.

We appreciate your application! Please click "Submit Form" to officially submit your application.

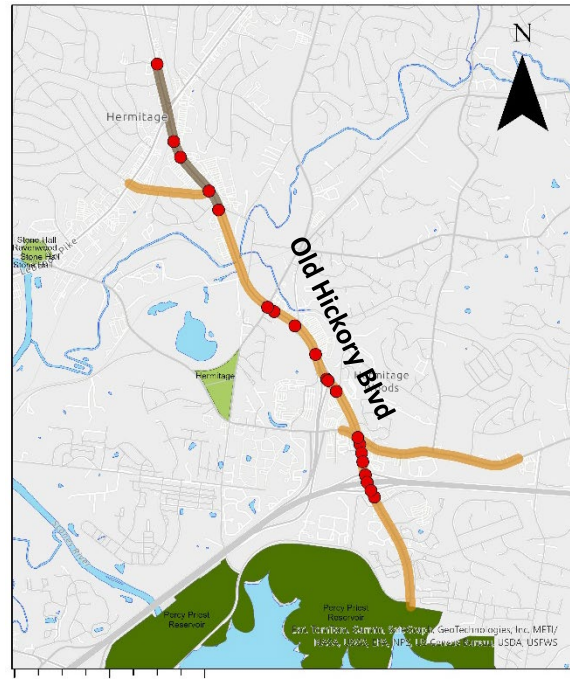
« Previous

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Submit Form

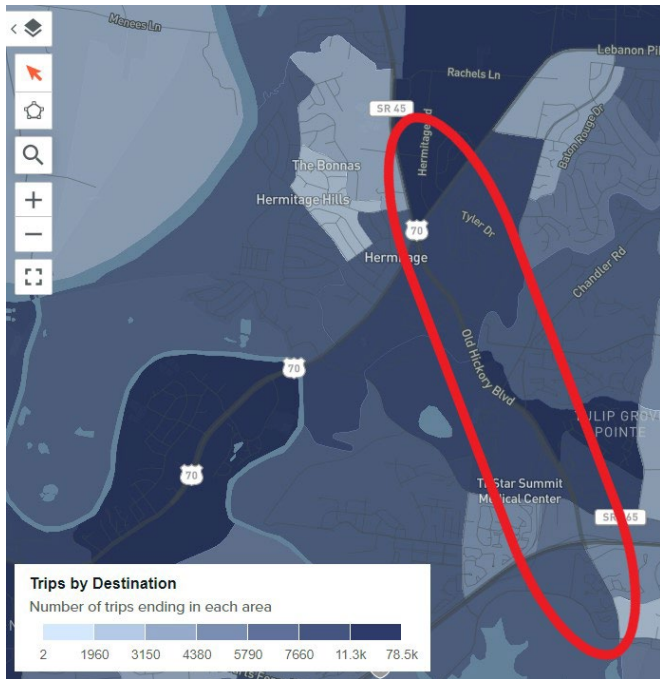
15. Are there safety concerns that need to be addressed? Please provide any details on specific safety concerns and locations.

There are significant safety concerns within the identified 3.2-mile section of Old Hickory Blvd, as evidenced by the crash data over the last five years (2018-2022). The area is part of the high and medium tier of vision zero High Injury Network underscoring the high severity and frequency of crashes on this corridor. During this period, there have been a total of twenty-two (22) fatal and suspected serious injury crashes within this stretch. This alarming number highlights a pressing need for comprehensive safety measures. Seven (7) of these crashes involved pedestrians, further emphasizing the vulnerability of road users in this specific location. This necessitates a detailed safety evaluation study of this corridor to understand the need for safety, comfort, and mobility for those walking, bicycling, using personal mobility devices, or using transit.



This segment serves a high number of trips and a diverse community, encompassing several apartment complexes and various small to large businesses, including restaurants, cafés, medical offices, grocery stores, and others. Besides serving as a daily commute route for numerous residents, this route is heavily traveled by emergency vehicles due to the proximity of the major emergency hospital, Tristar

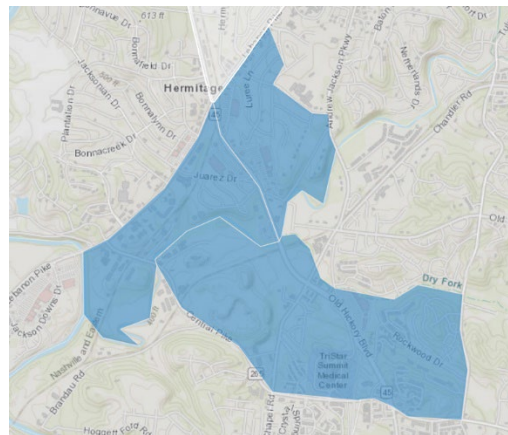
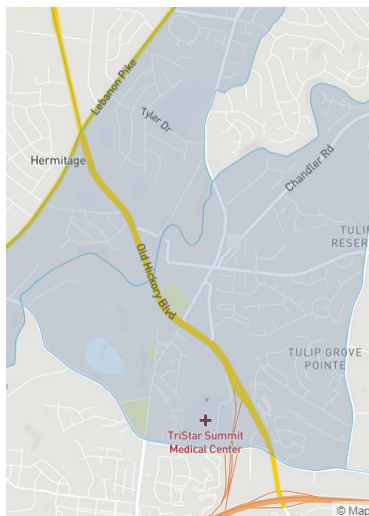
Summit Center. The substantial use of this route by emergency services highlights its critical role in providing quick access to medical facilities for adequate post-crash care—an important element of the Safe Systems Approach.



Heavy Trip Density along the corridor

Source: <https://www.replicahq.com/>

A significant portion of this segment has been identified as highly vulnerable area by the GNRC Degree of Vulnerability Tool and Climate and Economic Justice Screening Tool (CEJST).



GNRC Top 80% highly vulnerable area

Source: GNRC Degrees of Vulnerability using 2019 ACS data <https://data-gnrc.opendata.arcgis.com/>

APPLICATION FOR Transportation Planning Grant

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

DocuSigned by:

Diana W. Alarcon

1/16/2024

CCA6046554B9461...

Diana W. Alarcon, Director
Department of Transportation and
Multimodal Infrastructure

Date

Certificate Of Completion

Envelope Id: AC337B0A82294C31B79021D06F1143E5	Status: Completed
Subject: Complete with DocuSign: NDOT - TDOT Transportation Planning 24-26 Ready 1.pdf	
Source Envelope:	
Document Pages: 22	Signatures: 3
Certificate Pages: 15	Initials: 1
AutoNav: Enabled	Envelope Originator:
Envelope Stamping: Enabled	Juanita Paulson
Time Zone: (UTC-06:00) Central Time (US & Canada)	730 2nd Ave. South 1st Floor
	Nashville, TN 37219
	Juanita.Paulsen@nashville.gov
	IP Address: 170.190.198.185

Record Tracking

Status: Original	Holder: Juanita Paulson	Location: DocuSign
1/30/2024 4:36:54 PM	Juanita.Paulsen@nashville.gov	
Security Appliance Status: Connected	Pool: StateLocal	
Storage Appliance Status: Connected	Pool: Metropolitan Government of Nashville and Davidson County	Location: DocuSign


Signer Events

Signer Events	Signature	Timestamp
Greg McClarin		Sent: 1/30/2024 4:41:13 PM
Greg.McClarin@nashville.gov		Viewed: 1/30/2024 4:43:59 PM
Security Level: Email, Account Authentication (None)		Signed: 1/30/2024 4:44:59 PM
	Signature Adoption: Pre-selected Style	
	Using IP Address: 170.190.198.185	

Electronic Record and Signature Disclosure:
Not Offered via DocuSign

Aaron Pratt		Sent: 1/30/2024 4:45:00 PM
Aaron.Pratt@nashville.gov		Viewed: 1/31/2024 11:11:17 AM
Security Level: Email, Account Authentication (None)		Signed: 1/31/2024 11:11:26 AM
	Signature Adoption: Pre-selected Style	
	Using IP Address: 170.190.198.190	

Electronic Record and Signature Disclosure:
Not Offered via DocuSign

Kevin Crumbo/mjw		Sent: 1/31/2024 11:11:28 AM
MaryJo.Wiggins@nashville.gov		Viewed: 1/31/2024 11:25:12 AM
Security Level: Email, Account Authentication (None)		Signed: 1/31/2024 11:27:27 AM
	Signature Adoption: Pre-selected Style	
	Using IP Address: 170.190.198.100	

Electronic Record and Signature Disclosure:
Accepted: 1/31/2024 11:25:12 AM
ID: 6fba5520-6167-46bf-90f3-28e517619d31

Courtney Mohan		Sent: 1/31/2024 11:27:29 AM
Courtney.Mohan@nashville.gov		Viewed: 1/31/2024 3:16:21 PM
Security Level: Email, Account Authentication (None)		Signed: 1/31/2024 3:31:07 PM
	Signature Adoption: Pre-selected Style	
	Using IP Address: 170.190.198.185	

Electronic Record and Signature Disclosure:

Signer Events	Signature	Timestamp
Accepted: 1/31/2024 3:16:21 PM ID: 76d027b1-ee25-4b48-94be-e8b09a35a099		
In Person Signer Events	Signature	Timestamp
Editor Delivery Events	Status	Timestamp
Agent Delivery Events	Status	Timestamp
Intermediary Delivery Events	Status	Timestamp
Certified Delivery Events	Status	Timestamp
Carbon Copy Events	Status	Timestamp
Danielle Godin Danielle.Godin@nashville.gov Security Level: Email, Account Authentication (None) Electronic Record and Signature Disclosure: Not Offered via DocuSign	COPIED	Sent: 1/31/2024 3:31:09 PM Viewed: 1/31/2024 4:06:11 PM
Sally Palmer sally.palmer@nashville.gov Security Level: Email, Account Authentication (None) Electronic Record and Signature Disclosure: Accepted: 1/31/2024 12:00:24 PM ID: f3a7094c-8c07-4397-8456-d778d0b48fb3	COPIED	Sent: 1/31/2024 3:31:10 PM
Casey Hopkins Casey.Hopkins@nashville.gov Security Level: Email, Account Authentication (None) Electronic Record and Signature Disclosure: Accepted: 12/7/2023 4:00:50 PM ID: 39f301ce-5e13-4be3-9e59-b1e10e802fde	COPIED	Sent: 1/31/2024 3:31:10 PM
Witness Events	Signature	Timestamp
Notary Events	Signature	Timestamp
Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	1/30/2024 4:41:14 PM
Certified Delivered	Security Checked	1/31/2024 3:16:21 PM
Signing Complete	Security Checked	1/31/2024 3:31:07 PM
Completed	Security Checked	1/31/2024 3:31:10 PM
Payment Events	Status	Timestamps
Electronic Record and Signature Disclosure		