

## GRANT APPLICATION SUMMARY SHEET

**Grant Name:** Federal COVID Relief Funds for Transportation Improvements (CRRSAA) 21-24

**Department:** NDOT

**Grantor:** U.S. DEPARTMENT OF TRANSPORTATION

**Pass-Through Grantor (If applicable):** GREATER N'VILLE REG. COUNCIL

**Total Applied For:** \$1,145,000.00

**Metro Cash Match:** \$0.00

**Department Contact:** Casey Hopkins  
880-1676

**Status:** NEW

**Program Description:**

Pedestrian Improvements at Dickerson Pike & Hart Lane and Dickerson Pike & Lucile Street, Rosa L Parks Blvd & Hume Street and Rosa L Parks Blvd & Taylor Street. With this grant opportunity, NDOT proposes to install the most effective infrastructure to reduce pedestrian crashes, including pedestrian hybrid beacons, new pedestrian crosswalks, pedestrian signals, bulbs outs, streetlights, ADA compliant curb ramps and highly visible and reflective crosswalks at these two intersections.

**Plan for continuation of services upon grant expiration:**

No

**APPROVED AS TO AVAILABILITY OF FUNDS:**

DocuSigned by: Kevin Crumley 8/26/2021  
**Director of Finance** **Date**  
*TE*

**APPROVED AS TO FORM AND LEGALITY:**

DocuSigned by: Neki Eke 8/26/2021  
**Metropolitan Attorney** **Date**

**APPROVED AS TO RISK AND INSURANCE:**

DocuSigned by: Thomas G. Cross 8/26/2021  
**Director of Risk Management Services** **Date**

DocuSigned by: John Cooper 8/26/2021  
**Metropolitan Mayor** **Date**  
*(This application is contingent upon approval of the application by the Metropolitan Council.)*

### Grants Tracking Form

**Part One**

<b>Pre-Application</b> <input type="radio"/>		<b>Application</b> <input checked="" type="radio"/>		<b>Award Acceptance</b> <input type="radio"/>		<b>Contract Amendment</b> <input type="radio"/>	
Department		Dept. No.		Contact		Phone	
NDOT		042		Casey Hopkins		880-1676	
<b>Grant Name:</b>		Federal COVID Relief Funds for Transportation Improvements (CRRSAA) 21-24					
<b>Grantor:</b>		U.S. DEPARTMENT OF TRANSPORTATION				<b>Other:</b> GNRC	
<b>Grant Period From:</b>		09/15/21		<small>(applications only)</small> Anticipated Application Date:		08/09/21	
<b>Grant Period To:</b>		09/30/24		<small>(applications only)</small> Application Deadline:		08/27/21	
<b>Funding Type:</b>		FED PASS THRU		<b>Multi-Department Grant</b>		<input type="checkbox"/> <b>If yes, list below.</b>	
<b>Pass-Thru:</b>		GREATER N'VILLE REG. COUNCIL		<b>Outside Consultant Project:</b>		<input type="checkbox"/>	
<b>Award Type:</b>		COMPETITIVE		<b>Total Award:</b>		\$1,145,000.00	
<b>Status:</b>		NEW		<b>Metro Cash Match:</b>		\$0.00	
<b>Metro Category:</b>		New Initiative		<b>Metro In-Kind Match:</b>		\$0.00	
<b>CFDA #</b>		20.205		<b>Is Council approval required?</b>		<input checked="" type="checkbox"/>	
<b>Project Description:</b>		Applic. Submitted Electronically? <input checked="" type="checkbox"/>					
<p>Pedestrian Improvements at Dickerson Pike &amp; Hart Lane and Dickerson Pike &amp; Lucile Street, Rosa L Parks Blvd &amp; Hume Street and Rosa L Parks Blvd &amp; Taylor Street. With this grant opportunity, NDOT proposes to install the most effective infrastructure to reduce pedestrian crashes, including pedestrian hybrid beacons, new pedestrian crosswalks, pedestrian signals, bulbs outs, streetlights, ADA compliant curb ramps and highly visible and reflective crosswalks at these two intersections.</p>							
<b>Plan for continuation of service after expiration of grant/Budgetary Impact:</b>							
No							
<b>How is Match Determined?</b>							
<b>Fixed Amount of \$</b>		or		<b>% of Grant</b>		<b>Other:</b> <input checked="" type="checkbox"/>	
<b>Explanation for "Other" means of determining match:</b>							
Match is not required.							
<b>For this Metro FY, how much of the required local Metro cash match:</b>							
<b>Is already in department budget?</b>				<b>Fund</b>		<b>Business Unit</b>	
<b>Is not budgeted?</b>				<b>Proposed Source of Match:</b>			
<b>(Indicate Match Amount &amp; Source for Remaining Grant Years in Budget Below)</b>							
<b>Other:</b>							
<b>Number of FTEs the grant will fund:</b>				0.00		<b>Actual number of positions added:</b>	
<b>Departmental Indirect Cost Rate</b>				18.83%		<b>Indirect Cost of Grant to Metro:</b>	
*Indirect Costs allowed? <input checked="" type="radio"/> Yes <input type="radio"/> No				% Allow.		0.00%	
						<b>Ind. Cost Requested from Grantor:</b>	
						\$0.00	
<b>in budget</b>							
*(If "No", please attach documentation from the grantor that indirect costs are not allowable. See Instructions)							
<b>Draw down allowable?</b> <input type="checkbox"/>							
<b>Metro or Community-based Partners:</b>							

**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	FY22	\$170,000.00	\$0.00	\$0.00	\$0.00		\$0.00	\$170,000.00	\$32,011.00	\$0.00
Yr 2	FY23	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00
Yr 3	FY24	\$975,000.00	\$0.00	\$0.00	\$0.00		\$0.00	\$975,000.00	\$183,592.50	\$0.00
Yr 4	FY__									
Yr 5	FY__									
<b>Total</b>		\$1,145,000.00	\$0.00	\$0.00	\$0.00		\$0.00	\$1,145,000.00	\$215,603.50	\$0.00
<b>Date Awarded:</b>					<b>Tot. Awarded:</b>			<b>Contract#:</b>		
(or) <b>Date Denied:</b>					<b>Reason:</b>					
(or) <b>Date Withdrawn:</b>					<b>Reason:</b>					

Contact: [trinity.weathersby@nashville.gov](mailto:trinity.weathersby@nashville.gov)  
[vaughn.wilson@nashville.gov](mailto:vaughn.wilson@nashville.gov)

GCP Rec'd  
08/25/21

GCP Approved  
08/25/21

*VW*

GNRC—Federal COVID Relief Funds for Transportation Improvements (CRRSAA) 21-24

1. Please provide your contact information.

Name: Casey Hopkins

Organization: Metro Nashville Department Transportation and Multimodal Infrastructure

Email: [casey.hopkins@nashville.gov](mailto:casey.hopkins@nashville.gov)

Phone: 615-880-1676

2. Are you the primary point of contact for questions about the proposed project?

Yes, I am the primary Point of contact

No, I am only submitting the application

3. Please provide contact information for the person who will be able to answer questions about the proposed project.

Name: Marty Sewell

Organization: Metro Nashville Department of Transportation and Multimodal Infrastructure

Email: [marty.sewell@nashville.gov](mailto:marty.sewell@nashville.gov)

Phone: 615-862-7218

4. Short Name of Project.

Pedestrian Safety/ Multimodal Intersection Improvements at Rosa Parks & Dickerson Pike

5. Please provide a detailed description of the proposed improvement(s) including the location (area, route, termini, etc.) and overall scope of work.

1. Dickerson Pike & Hart Lane Intersection Improvements

- Reconstruct existing span wire and wood pole traffic signal with a mast arm design
- Provide marked pedestrian crossings across Dickerson Pike & Hart Lane
- Provide pedestrian signal displays and pushbuttons
- Provide ADA compliant pedestrian landings and minor sidewalk enhancements
- Evaluate & install additional street lighting if needed

2. Dickerson Pike & Lucille Street Pedestrian Improvements

- Construct a pedestrian hybrid beacon across Dickerson between existing WeGo bus stops
- Provide marked pedestrian crossings across Dickerson Pike
- Provide ADA compliant pedestrian landings and minor sidewalk enhancements
- Evaluate & install additional street lighting if needed
- Evaluate & install pedestrian refuge island if needed & approved by TDOT

3. Rosa Parks Blvd. & Hume Street Pedestrian Enhancements

- Design & install curb extensions on all four intersection corners
  - Provide ADA compliant pedestrian landings
  - Provide sidewalk enhancements for WeGo bus stop shelters
  - Modify planned pedestrian signals as needed
4. Rosa Parks Blvd. & Taylor Street Pedestrian Enhancements
- Design & install curb extensions on all four intersection corners
  - Provide ADA compliant pedestrian landings
  - Modify pedestrian flashers to pedestrian hybrid beacon
  - Install marked crosswalks across Taylor & modify pavement markings as needed
  - Evaluate & install additional street lighting if needed
6. Please upload a project map and any other supporting documentation to describe the project location and proposed improvements.
7. File #2 (if necessary)
8. Please describe the purpose of the project and the problems it seeks to address.  
The issue of pedestrian and bike fatalities has affected every city around the world.

According to the World Health Organization, more than 270,000 pedestrians die on the world's roads each year accounting for 22% of the total 1.24 million road traffic deaths. Smart City Growth states, the number of people struck and killed by drivers nationwide while walking increased by 45 percent over the last decade. Although people of all ages, races, ethnicities, and income levels suffer the consequences of dangerous street design, some neighborhoods and groups of people bear a larger share of the burden than others. From 2010-2019, Black people were struck and killed by drivers at an 82 percent higher rate than White, non-Hispanic Americans. People age 50 and up, and especially people age 75 and older, are overrepresented in these deaths. Nashville's streets are a critical part of our transportation system. Yet too many of them lack the infrastructure to protect residents, promote connectivity, and address equity issues. This is especially true for the most vulnerable parts of Nashville. In 2010, there were 14 pedestrian fatalities. Last year, we lost 39 with at least 30% of all people killed while walking in 2020 were experiencing homelessness. The fatality rate in the lowest income neighborhoods was nearly twice that of middle-income census tracts and almost three times that of higher-income neighborhoods. When considering pedestrian safety, one of the most visible ways in which inequalities are made clear is through data. On Rosa Parks between Jefferson Street and Garfield Street between 2018 and 2021, there have been 10 pedestrian crashes. 2 of those pedestrian crashes were fatal and 3 were serious injury pedestrian crashes. Furthermore, in the vicinity of Dickerson Pike & Hart Lane there have been 22 pedestrian crashes between 2018 and 2021. Four of the 22 have been serious injury crashes, and 5 were fatalities. Protecting the safety of all people who use the street, especially those most vulnerable to being struck and killed, must be a higher priority, and must be reflected in our decision-making processes and measuring the success of our roads.

9. Please list and describe any prior planning or public outreach efforts that have shaped this proposal.

Metro Nashville's transportation plan is informed by 11 public listening sessions and discussions with key stakeholders and 40 Metro Councilmembers. Specifically, the listening sessions for the project locations occurred at Studio 615 and Lee Chapel AME. Metro's Transportation Plan proposes core categories, with community safety and Vision Zero policies being a high priority for Nashville.

Specific to Dickerson, Metro Planning Commission adopted the Dickerson North Corridor study in 2020. The plan notes the pedestrian issues at Dickerson Pike & Hart Lane. Other plans adopted referencing pedestrian issues in the area include the Dickerson South Corridor Study and the Highland Heights Study, both adopted by Metro Planning Commission.

Metro's strategic master plan for bicycle and pedestrian safety and mobility, WalknBike, serves as the guide for Metro's current and future investments in sidewalks, street crossings, and bikeways. NDOT is in the process of updating the plan.

10. Please describe how the project aligns with local, regional, or statewide plans and programs.

Locally, our transportation plan emphasizes the need for pedestrian safety improvements in Nashville. To continue, Mayor Cooper has announced Nashville as a Vision Zero city. Pedestrian and bike safety is a goal as we develop and implement Vision Zero policies. In addition to our current plans and programs, NashvilleNext addresses pedestrian safety and ways to guide safety as Nashville continues to grow. Organizational plans being developed like Walk Bike Nashville's Dickerson Road Pedestrian Safety Action Plan. Walk Bike Nashville is currently funded by the Tennessee Department of Health to study pedestrian safety on Dickerson Pike between Trinity Lane and Ewing Drive. These plans will be informed by a community engagement process. Walk Bike Nashville will then generate a Pedestrian Safety Plan by September 2022 that will be used by the City of Nashville to pursue federal and state grant funding for projects.

Regionally, these intersection improvements align with GNRC goal to improve roadway safety for all users located in the MPO. The Regional Transportation Plan was updated in February. GNRC reported during its public workshops that a 76% increase in pedestrian fatalities had occurred over the last five years. Pedestrian safety is important to regional transportation plans.

Tennessee's Statewide Active Transportation Plan focuses on improving walking, bicycling, and rolling in Tennessee. This plan aligns with our goal to improve pedestrian safety by working to improve dangerous intersections.

11. Please describe how the project addresses issues or concerns that have arisen as a result of the COVID-19 pandemic, or how it will contribute to creating a more resilient or adaptable transportation system in the future.

The COVID-19 pandemic has impacted the pedestrian environment and most vulnerable communities. Safety experts have suggested that drivers are more reckless because there are fewer drivers on the road due to government shutdowns. In the U.S., fatality rates increased 30% in the second quarter, reversing a three-year downward trend in road fatalities. Additionally, due to the lockdown conditions and restrictions on gathering in person, more people than ever are getting outside to walk in their neighborhoods. As the pandemic lessens, people who have been stuck inside are desperate for some fresh air and have begun regularly walking through neighborhoods.

12. Describe the anticipated project development timeline.

TDOT-Metro Contract execution – 5 mos. (Oct. 2021-Mar.2022)  
NEPA – 6 mos. (Apr. 2022-Sep. 2022)  
Design – 6 mos. (Oct. 2022-March 2023)  
TDOT Design Approval/Construction Letting – 6 mos. (Apr. 2023-Sep. 2023)  
ROW - NA  
Utilities/Construction – 12 mos. (Oct. 2023-Sep. 2024)

13. What is the general status of the following phases of work?

Design and Engineering: Not Started  
Environmental Review: Not Started  
Utilities Relocation: Not Started  
Right-of-Way Acquisition: Not Started  
Construction or Implementation: Not Started  
Other (please specify)

14. Do you anticipate any environmental impacts that will need to be mitigated by the project?

No.

15. Do you anticipate any utility relocations or right-of-way acquisition challenges with the project?

Yes. Some utility mitigation involving modifying aerial pole attachments may be required, but it is expected to be minimal.

16. Please describe the anticipated strategies and/or actions that you will take to meet the obligation and expenditure deadlines. Please note specific strategies that you will pursue in an attempt to shorten the typical timeline of the project development process.

The preferred strategy to shorten the timeline is to use a TDOT on-call engineering firm to provide the NEPA/Design/CEI services. An alternate strategy would be for NDOT to fund the NEPA/Design/CEI services using local funds.

17. What is the estimated total cost to complete the project?

NEPA/Design/CEI	\$170,000
Construction	\$975,000
<b>TOTAL</b>	<b>\$1,145,000</b>

18. What amount of CRRSAA grant funding are you requesting from GNRC through this application?

100%

19. Is this funding request scalable? In other words, would the project still be viable if it is awarded less than the requested amount?

Yes, we would have to change the project locations based on the amount that will be awarded. The project will still be viable, but we would need to adapt.

20. Applicants will be responsible for any cost overruns above the grant award. Please describe how you would handle cost overruns on this project. What funding sources have been secured or would be secured in the event of a cost overrun on this project?

If cost overruns occur during the project, NDOT would request additional funding from Metro Council. We can secure the overruns in future CSP budgets throughout the

lifecycle of the grant and project if needed. Currently, NDOT has secured funds from Council to pursue grant opportunities and intersection improvements.

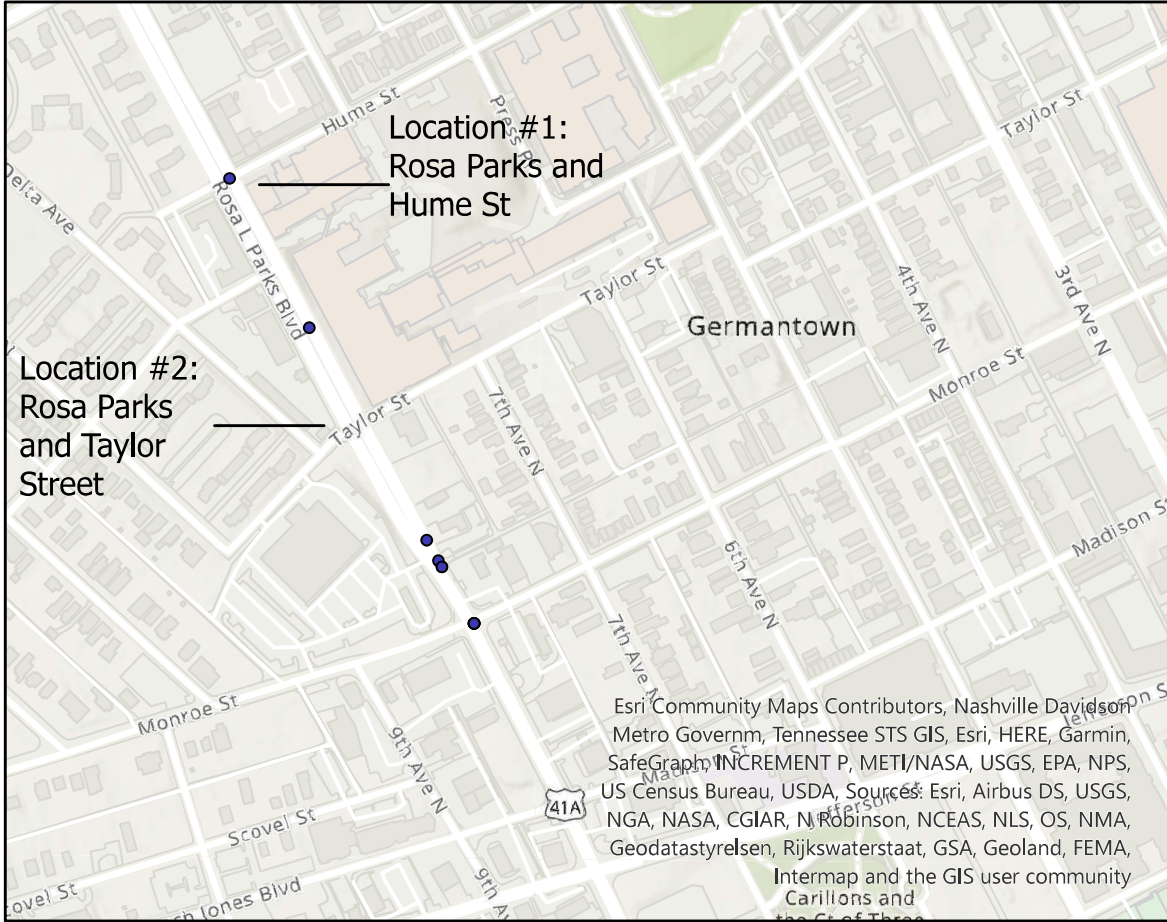
21. Please upload a completed project budget form in PDF format to show the estimated costs and revenue sources by phase of work and fiscal year.





# Pedestrian Crashes on Rosa Parks Blvd 2018-2021

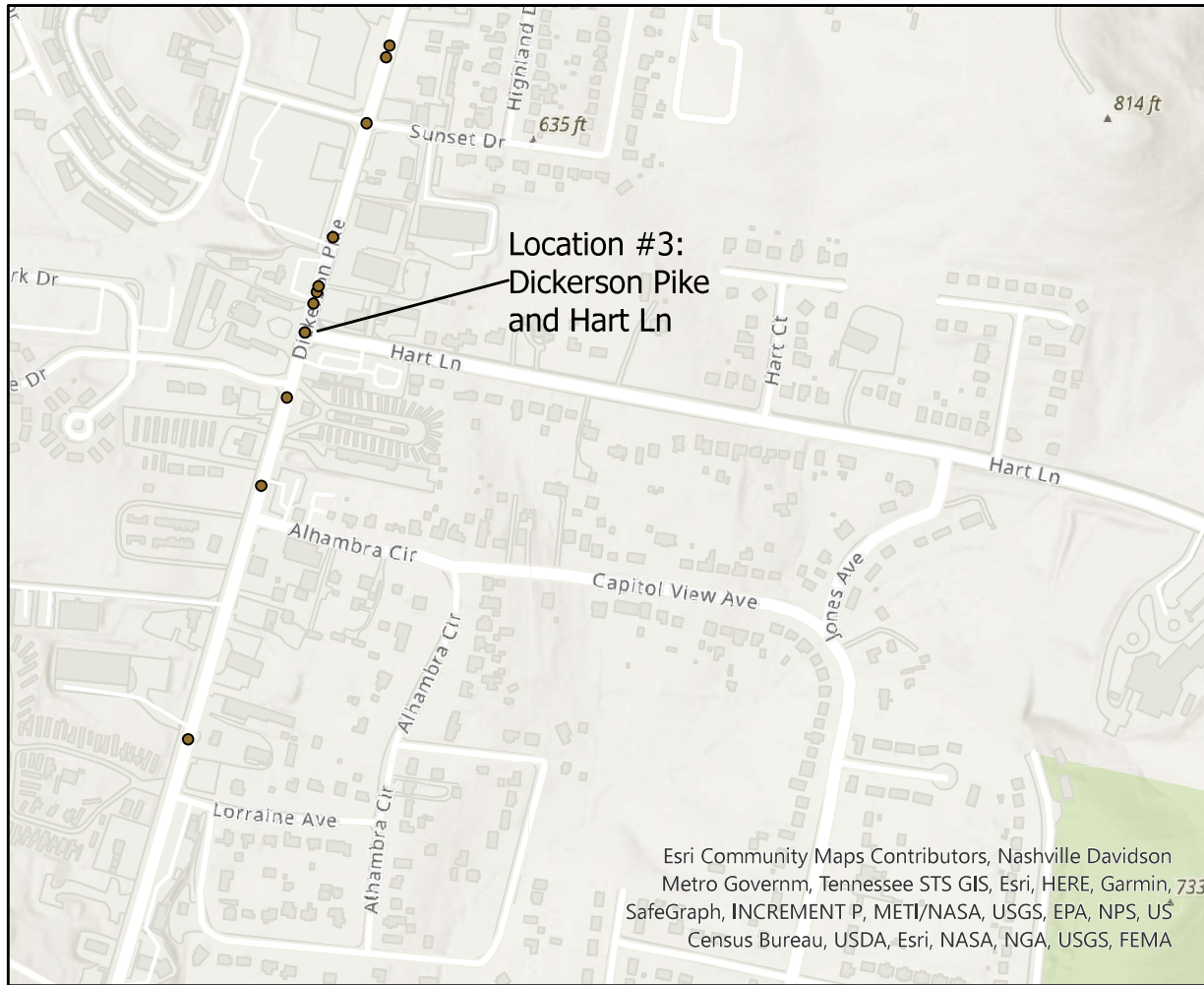
## Nashville Department of Transportation CRSSAA Grant



- Pedestrian Crashes 2018-2021

# Pedestrian Crashes on Dickerson Pike near Hart Lane 2018-2021

## Nashville Department of Transportation CRSSAA Grant - August 2021



- Pedestrian Crashes 2018-2021

# Pedestrian Crashes on Dickerson Pike near Lucile St 2018-2021

## Nashville Department of Transportation CRSSAA Grant - August 2021



- Pedestrian Crashes 2017

# WALK BIKE NASH VILLE

August 20, 2021

Dear Greater Nashville Regional Council,

We are providing this letter of support for Metro Nashville Department of Transportation and Multimodal Infrastructure (NDOT) application to Coronavirus Response and Relief Supplemental Appropriations (CRRSAA) Funds for Pedestrian Improvements at Dickerson Pike & Hart Lane and Dickerson Pike & Lucile Street, Rosa L Parks Blvd & Hume Street and Rosa L Parks Blvd & Taylor Street.

With this grant opportunity, NDOT proposes to install the most effective infrastructure to reduce pedestrian crashes, including pedestrian hybrid beacons, new pedestrian crosswalks, pedestrian signals, bulbs outs, streetlights, ADA compliant curb ramps and highly visible and reflective crosswalks at these two intersections.

In 2020, 39 people were killed while walking in Nashville. Since 2018, just in the vicinity of two areas proposed for improvements, 32 people have been struck by drivers. 14 of these people were killed or seriously injured. These two areas pose a threat to the safety of all vulnerable users and countermeasures should be implemented as soon as possible. Protecting the safety of all people who use the street, especially those most vulnerable to being struck and killed, must be a higher priority, and must be reflected in our decisions about which projects receive funding first.

Improving these intersections is vital for community safety. There is also an opportunity for the Dickerson & Hart Lane improvements to be a model for additional intersection improvements along the corridor. Walk Bike Nashville is currently funded by the Tennessee Department of Health to study pedestrian safety on Dickerson Pike between Trinity Lane and Ewing Drive. Walk Bike Nashville will be hiring an engineering firm this fall to design initial schematics with cost estimates for proposed improvements. These plans will be informed by a community engagement process. Walk Bike Nashville will then generate a Pedestrian Safety Plan by September 2022 that will be used by the City of Nashville to pursue federal and state grant funding for projects.

We look forward to partnering with NDOT and supporting the implementation of these much needed safety improvements.

Sincerely,

Lindsey Ganson

Director, Advocacy & Communications





August 23, 2021

Greater Nashville Regional Council  
220 Athens Way, Suite 200  
Nashville, TN 37228

Dear Greater Nashville Regional Council,

On behalf of Urban Housing Solutions (UHS), I am writing in support of the Metro Nashville Department of Transportation and Multimodal Infrastructure (NDOT) application to Coronavirus Response and Relief Supplemental Appropriations (CRRSAA) Funds for Pedestrian Improvements at Dickerson Pike & Hart Lane and Dickerson Pike & Lucile Street, Rosa L Parks Blvd & Hume Street and Rosa L Parks Blvd & Taylor Street. Urban Housing Solutions is Nashville's leading nonprofit provider of affordable housing, and our team is currently under construction on a 147-unit affordable apartment building on Dickerson Pike. UHS selected this location because of the corridor's importance to the city and its potential to serve residents and visitors in the future. Dickerson Pike is one of the busiest transit corridors in Nashville, but decades of underinvestment have made it an extremely dangerous place to walk, bike or catch the bus.

In 2020, 39 pedestrians were killed while walking in Nashville. When considering pedestrian safety, inequities are made clear through the data: the fatality rate in the lowest income neighborhoods was nearly twice that of middle-income census tracts and almost three times that of higher-income neighborhoods. Between 2018 and 2021, there have been 22 pedestrian crashes in the vicinity of Dickerson Pike & Hart Lane, including four serious injury crashes and 5 fatalities. In the same time period on Rosa Parks between Jefferson Street and Garfield Street, there have been 10 pedestrian crashes, including 3 serious injury crashes and 2 fatalities. Protecting the safety of all people who use the street, especially those most vulnerable, must be a higher priority and must be reflected in our decision-making processes and measuring the success of our roads. The COVID-19 pandemic has impacted the pedestrian environment due to the lockdown conditions and restrictions on gathering in person, meaning more people than ever are getting outside to walk in their neighborhoods. Improving these intersections is vital for community safety.

Metro Nashville's Transportation Plan was developed as a people first plan. Safety and Vision Zero policies is a core focus of the plan. With this grant opportunity, NDOT proposes to install the most effective infrastructure to reduce pedestrian crashes, including pedestrian hybrid beacons, new pedestrian crosswalks, pedestrian signals, bulbs outs, streetlights, ADA compliant curb ramps and highly visible and reflective crosswalks at these intersections. UHS supports NDOT's efforts to secure this grant and to improve safety and accessibility along Dickerson Pike. This initiative is well aligned with our mission, and is vital to supporting our residents' quality of life.

A handwritten signature in black ink, appearing to read "B. Elrod", is written over the bottom portion of the text block.

Brent Elrod, Managing Director  
Urban Housing Solutions

August 23, 2021

Greater Nashville Regional Council  
220 Athens Way, Suite 200  
Nashville, TN 37228

Dear Greater Nashville Regional Council,

I am providing this letter of support for Metro Nashville Department of Transportation and Multimodal Infrastructure (NDOT) application to Coronavirus Response and Relief Supplemental Appropriations (CRRSAA) Funds for Pedestrian Improvements at Dickerson Pike & Hart Lane and Dickerson Pike & Lucile Street, Rosa L Parks Blvd & Hume Street and Rosa L Parks Blvd & Taylor Street. As a neighbor, community advocate, and member of the Steering Committee for the Planning Department Dickerson Corridor Studies, I am encouraged to see NDOT working to implement many of the priorities identified through the corridor study. Through community and stakeholder engagement, "mobility" was identified as the highest concern within the study area, including transit, sidewalks, and bikeways. With this grant opportunity, NDOT proposes to install the most effective infrastructure to reduce pedestrian crashes, including pedestrian hybrid beacons, new pedestrian crosswalks, pedestrian signals, bulbs outs, streetlights, ADA compliant curb ramps and highly visible and reflective crosswalks at these two intersections.

In 2020, 39 pedestrians were killed while walking in Nashville. When considering pedestrian safety, inequities are made clear through the data: the fatality rate in the lowest income neighborhoods was nearly twice that of middle-income census tracts and almost three times that of higher-income neighborhoods. Between 2018 and 2021, there have been 22 pedestrian crashes in the vicinity of Dickerson Pike & Hart Lane, including four serious injury crashes and 5 fatalities. Protecting the safety of all people who use the street, especially those most vulnerable, must be a higher priority and must be reflected in our decision-making processes and measuring the success of our roads. The COVID-19 pandemic has impacted the pedestrian environment due to the lockdown conditions and restrictions on gathering in person, meaning more people than ever are getting outside to walk in their neighborhoods. Improving these intersections is vital for community safety.

I have lived on Lucile Street for the past two years, and am acutely aware of the challenges to pedestrian safety on Dickerson Pike and particularly at these intersections. Making it easier for pedestrians to safely access the transit stop at this location, as well as other future development, is critical to supporting healthy, vibrant neighborhoods, and I look forward to seeing this work come to fruition.

Sincerely,



Kelsey Oesmann, AIA  
132 Lucile Street

**APPLICATION FOR Federal COVID Relief Funds for Transportation  
Improvements (CRRSAA)**

**METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY**



Interim Director  
Department of Transportation  
and Multimodal Infrastructure

08/24/2021

Date