REGULAR MEETING AGENDA

1. Approval of 6/3/20 Meeting Minutes (A)

2. Public Comment

3. Action Items:
   a. Endorsement of Amendment to the FYs 2020-21 UPWP (A)
      An amendment to the Unified Planning Work Program (UPWP) is undergoing a public comment period and is scheduled for adoption by the Transportation Policy Board on Aug. 19.

4. Informational Items:
   a. Presentation of Amendments to the FYs 2020-2023 TIP (A)
      Staff is preparing amendments to the Transportation Improvement Program for public review and comment prior to a scheduled adoption at the Sept. 16 meeting of Transportation Policy Board.
   b. Environmental Quality and Social Equity Analysis for the Regional Transportation Plan
      Staff will present a general framework for how issues of environmental quality and social equity will be addressed by the Plan along with a preliminary analysis of conditions and trends.
   c. Present Roadway Safety Performance Targets (A)
      Staff will present options for setting regional targets for roadway safety performance in conjunction with the update to the Regional Transportation Plan.
   d. Present 2045 RTP Goals Weights (A)
      Staff will present the initial results of the pairwise activity being conducted among TCC members in order to determine the weighted priority of the six goals established by the RTP Policy Framework.

(A) Indicates an attachment is available in the packet
5. Regular Reports:
   a. Chair’s Report Glenn Harper
   b. Staff Report Sean Pfalzer

6. Other Business

7. Adjourn

GNRC will be using the Microsoft Teams platform for the online meeting. The software works in Google Chrome and on the Internet Edge browser. You also can download the free Teams desktop client at the following link. Other browsers might be supported, but you might be required to call in for audio.

Meeting Link and Call-In Details available at www.GNRC.org/Calendar
Roll Call will be taken at www.GNRC.org/TCCRollCall

The Microsoft Teams desktop client can be downloaded for free at:
https://teams.microsoft.com/downloads
Agenda Item 1.

Meeting Minutes - June 3, 2020

Background

Meeting minutes have been prepared and are ready for approval.

Recommendation

Approve meeting minutes.
MINUTES

TRANSPORTATION COORDINATING COMMITTEE
Of the

Nashville Area Metropolitan Planning Organization

June 3, 2020

Attendees: Mr. Andy Barlow, Mr. Russ Brashear, Mr. Tom Brashear, Mr. Felix Castrodad, Mr. Ceagus Clark, Mr. Doug Demosi, Mr. Richard Donovan, Mr. Keith Free, Mr. Glenn Harper, Mr. Mike Harris, Ms. Billy Higgins, Mr. Joe Horne, Ms. Katrina Jones, Mr. Jim Kerr, Mr. Bo Logan, Mr. Jonathan Marston, Mr. Bill McCord, Mr. Addam McCormick, Ms. Sharmila Patel, Mr. Andrew Pieri, Mr. Kevin Rigsby, Mr. Jonathan Russell, Mr. Sean Santalla, Mr. Matt Schenk, Mr. Marty Sewell, Mr. Josh Suddath, Mr. Matt Von Lunen

Approval of the 5/6/2020 meeting minutes

Mr. Glenn Harper, Chair, opened the meeting at 10:35 a.m.

Mr. Jim Kerr said that he was not listed as present at the May meeting. Mr. McCord said he had a couple of small grammatical changes. He will get them to the staff.

Mr. McCord moved to approve the May 6, 2020 meeting minutes. Mr. Kerr seconded. The motion passed unanimously.

Public Comment

There was no public comment.

Endorse Amendments to the FYs 2020-2023 TIP

Ms. Anna Emerson, MPO staff, briefly went over the TIP amendments for Cycle C of the Transportation Improvement Program (TIP) that are currently undergoing a public review and comment period.

A few clarifying questions were asked and answered.

Mr. Doug Demosi moved to endorse the amendments for adoption by the Transportation Policy Board with Mr. Kerr seconding. The motion passed unanimously.
<table>
<thead>
<tr>
<th>Amend #</th>
<th>TIP #</th>
<th>RTP #</th>
<th>Project Name</th>
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**Presentation of Amendments to the FYs 2020-21 UPWP**

Mr. Sean Pfalzer, Transportation Planning Manager and MPO Coordinator, briefly went over the amendments to the UPWP. He said that the amendments include:

1) The additional planning activities for FY 2021
   a. Regional Traffic Shed/Impact Fee Analysis (requested by Wilson County)

2) Documentation of Related Planning Activities
   a. Statewide Active Transportation Plan (TDOT)
   b. WeGo Star Rail Improvements Planning Study (WeGo)
   c. Regional Park and Ride Investment Strategy (WeGo)
   d. Transit Shelter Planning and Implementation Study (Rover)
   e. Cool Springs Transportation Study (Franklin)

Mr. McCord asked if the statewide active transportation plan will be funded by all MPOs and RPOs. Mr. Pfalzer said no. The Statewide Active Transportation Plan will be funded by TDOT, but include our region (TDOT Region 3).

Mr. McCord said it seems that the impact fee study is localized and wondered if there is any regional application. Mr. Pfalzer said that the analysis will identify impact fees or additional revenues to support transportation improvements to manage growth and development across the region. The analysis will support local governments across Middle Tennessee that are seeking ways to manage growth and development.

Mr. Felix Castrodad said WeGo is using CARES Act funds toward operations. He said that $75M is being divided between RTA, MTA, and Franklin Transit. The CARES Act funds will help in the interim to maintain the existing level of services and safety.
Update on Transportation Planning (MPO) Activities

Mr. Pfalzer gave a summary of the past couple of months with the impact of the tornado and COVID-19. He said that the staff has been in contact with our federal and state partners regarding the timeline for the update of the Regional Transportation Plan. The staff is reaching out to our state and federal partners to schedule time to discuss the challenging and aim to have an updated schedule ready for the TPB meeting on June 17th.

He said that the technical work continues to be carried out, yet public engagement is still on hold for the major studies.

Mr. Pfalzer said that as we move forward, we will have to consider the impact of emerging trends on transportation priorities and assess approaches to engage the public and stakeholders due to the pandemic.

Updates on Congestion Management Measures and Strategies

Mr. Pfalzer said that the staff continues to meet with TDOT and FHWA to go through the eight steps of the CMP process. They are exploring ways to better utilize the data and the level of analysis. The CMP has been fully integrated into the regional transportation planning process since 2010. The components are carried out through the development of the core MPO products including the RTP, TIP, and UPWP. They are produced with congestion management as a core strategy and rely on information and data that describes current and future traffic congestion and the benefits of various strategies aimed at mitigating and managing congestion impacts.

Emerging trends due to the COVID-19 pandemic are:
1) widespread use of telecommuting, 2) growing demand for delivery, 3) surge in active transportation activity, 4) improved air quality, 5) hesitancy for riders to return to transit, and 6) decline in tax revenue/delay of transportation investments.

Overview of TDOT I-40-81 Corridor Study

Ms. Melanie Murphy, TDOT, gave an overview of the I-40/I-81 Corridor Study. She said that the study will result in a 20-year phased set of recommended transportation improvements for the corridors. The study gives guidance for decision makers regarding future projects, identifies both long-term objectives and near-term steps, and promotes coordination with stakeholders on the future of this corridor.

Mr. Skipper asked how the community engagement via online has gone and what type of feedback has been received. Ms. Murphy said that the on-line workshops have been good. The most recent workshop for Region 3 had about 45 participants with lots of questions. Mr. Skipper asked if more workshops are planned in Middle Tennessee and
how much is TDOT relying on the RTP update to be the gateway to more community engagement on transportation issues. Ms. Murphy said that the state is relying on the RTP update to help. She said that there will be more community events.

Mr. McCord asked if the study is coordinating with North Carolina, Virginia, and Arkansas DOTs. Mr. Jonathan Russell said that has been a solid coordination with Virginia, and that Arkansas is also participating. He was not sure about North Carolina. He said that the study is well thought out for each area. He said that virtual meetings were implemented, and that feedback has been good. He said that they need to do a better job of getting the word out and coordinating with partners. Mr. Skipper said that the staff is struggling with this. He said that the staff is studying policies with community engagement. Mr. McCord said that freight traffic is growing fast and we need to make sure that the freight partners are involved. Mr. Russell agreed that freight is a big challenge.

Ms. Murphy said that a survey for the I-40/I-81 study can be taken at www.surveymonkey.com/4/F62R7DY.

To learn more about the project, visit www.tn.gov/tdot/i-40-81-study.html.

**TDOT Report**

There are two grants opportunities for applications:

1) **Multimodal Access Grant** – the notice of intent period is anticipated to open within the next two weeks and will be accepted through the end of July. More details on the Multimodal Access Grant are available at https://www.tn.gov/tdot/multimodal-transportation-resources/multimodal-access-grant.html.

2) **Transportation Alternatives Program Grant** – the application cycle is open from the first Monday in July until the first Friday in October. More details on the Transportation Alternatives Program are available at https://www.tn.gov/tdot/program-development-and-administration-home/local-programs/tap.html.

Mr. Pfalzer said that he would send out the information about these grants to the members.

**Staff Report**

Mr. Pfalzer said that he will email updates for the Public Transportation Agency Safety Plan to the members.

He said that community engagement is on hold due to COVID-19 for the Inner Loop Study. Details on the study are available at https://solvethistoggether.org/inner-loop.
Mr. Pfalzer said that the steering committee meeting for the South Corridor Study was held on May 23rd to cover updates on several deliverables, although final round of public workshops is on hold. Details of this study are available at https://southcorridor.org.

With no further business, the meeting was adjourned at 12:18 p.m.

Date: ________________________________

___________________________________
Glenn Harper, Chair
Technical Coordinating Committee

___________________________________
Sean Pfalzer, Transportation Planning Manager
MPO Coordinator
Agenda Item 3a.

Amendment to the Unified (Transportation) Planning Work Program or UPWP

Background

Staff has prepared an amendment to update the two-year UPWP.

The Unified Planning Work Program (UPWP), also known locally as the Transportation Planning Work Program, is updated annually to provide citizens and stakeholders the necessary transparency to see about how federal transportation planning funds are being used by GNRC, local governments and transit agencies, and the Tennessee Department of Transportation in order to meet federal metropolitan planning requirements.

The UPWP is developed by GNRC staff in consultation with partner agencies and input from local citizens and stakeholders. It may be amended to account for changes in funding or project needs. The current UPWP, adopted in August 2019, provides over $7 million for planning activities between October 1, 2019 and September 30, 2021.

More information about the UPWP is available online at [www.GNRC.org/UPWP](http://www.GNRC.org/UPWP)

The draft amendment will be posted for public review online at [www.gnrc.org/publicnotices](http://www.gnrc.org/publicnotices)

Schedule

- June 3 – Initial Presentation to the TCC
- June 17 – Initial Presentation to the Transportation Policy Board (TPB)
- Aug 5-Aug 19 – Public Review and Comment
- Aug 5 – Final TCC Presentation
- Aug 19 – Public Hearing; Adoption by the Transportation Policy Board

Recommendation

Endorse amendment for consideration by the board.
FYs 2020-2021 UPWP Updates for Proposed Amendment

Additional Planning Activities
Regional Traffic Shed/Impact Fee Analysis (GNRC; requested by Wilson County)
The work proposed would provide an opportunity to implement recommendations from the Unified Transportation Plan by identifying transportation revenue options and growth management help local communities manage future growth and development. Funding will be pulled from the “General Planning and Modeling” line item of the current UPWP.

Related Planning Activities
Statewide Active Transportation Plan (TDOT)
Through the SATP, TDOT will assess bicycle/pedestrian/accessibility transportation infrastructure, practices, policies, programs, resources, constraints and opportunities within Tennessee. After the assessment, the SATP will establish a long-term vision for Tennessee with goals, strategies and corresponding actions to inform both long-term (20-year) and short-term (5-year) decision-making for walking/bicycling/accessibility in our transportation systems. The primary purpose of the SATP is to provide consistency across TDOT division and regions for considering and addressing pedestrian and bicycle modes on TDOT’s state highway system (SHS). Understanding that the SHS is a small percentage of the overall public road miles in the state, the SATP will be developed to be used by other entities – including MPOs – as well. The secondary purpose of the SATP is to assess the interface and linkages between entities (e.g., TDOT, local and regional planning, public works and transit agencies) as they relate to providing walking and bicycling infrastructure. The SATP will provide a clear understanding of the resources, responsibilities and opportunities for bicycle and pedestrian transportation connectivity statewide. The SATP is underway and will be complete in November 2020.

WeGo Star Rail Improvements Planning Study (WeGo/RTA)
RTA is conducting a planning level analysis of the WeGo Star commuter rail corridor that will define various strategic levels of service improvements together with the associated capital and operating costs. This effort included the development of a railroad operating model to simulate various capital improvement and scheduling alternatives for impact on overall operations. This analysis will help determine future short and long-term options, particularly as the Nashville Metropolitan Planning Organization (MPO) develops its long-range plan update.

Total Project Cost: $281,734 ($225,387 federal)
Funding Source: Sect. 5307 (80%) / State (10%) / Local (10%)
Regional Park and Ride Investment Strategy (WeGo/RTA)
RTA is developing a Regional Commuter Park-n-Ride strategic investment plan that will provide guidance and direction on the approach to establishing park-n-ride lots for commuters in Middle Tennessee. The plan will identify and prioritize target areas and potential sites for bus service, carpools, and vanpools that reduce the number of cars on major commuter corridors in the Nashville area.

Total Project Cost: $227,400 ($181,920 federal)
Funding Source: Sect. 5307 (80%) / State (10%) / Local (10%)

Transit Shelter Planning and Implementation Study (Murfreesboro/Rover)
To support the development of a new transit facility and future park-n-ride facility, a study will be conducted for current and future bus routes that will prioritize target areas and potential sites for bus services and shelters to meet the growing needs of the community and maximize usage of sheltered stops. The study is expected to be completed by summer 2022.

Total Project Cost: $280,805 ($224,644 federal)
Funding Source: Sect. 5307 (80%) / State (10%) / Local (10%)

Cool Springs Transportation Study (Franklin)
This comprehensive study reviews the Cool Springs area's existing traffic conditions, along with approved, ongoing development and its effects on the transportation infrastructure in this area over the next 10 years. The study will then develop recommendations for future development and redevelopment within this area of Franklin as it relates to traffic impacts and analysis. It is anticipated this study will result in updated needs/requirements for Traffic Impact Studies (TIS) for new development. The Cool Springs Transportation Study is currently underway and has a budget of $290,100.
Agenda Item 4a.

Cycle D Amendments to the FYs 2020-2023 Transportation Improvement Program

Background

The following draft amendments have been requested by project sponsors as part of the Cycle D round of amendments to the TIP.

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<th>Amend #</th>
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<th>Project Name</th>
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<td>2020-17-110</td>
<td>West End Avenue (SR-1/US70S)/Broadway (SR-1/SR-24/US70) ITS Communication Upgrade</td>
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<td>Cherry Lane Extension with I-840 Interchange</td>
<td>Murfreesboro</td>
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Schedule

- Aug 5 – Initial Presentation to the TCC
- Aug 19 – Initial Presentation to the Transportation Policy Board (TPB)
- Aug 21- Sept 16 – Public Review and Comment
- Sept 2 – Final TCC Presentation
- Sept 16 – Public Hearing; Adoption by the Transportation Policy Board

Recommendation

For information only.
FY 2020-2023 TIP Amendment – September 2020 Adoption

TIP Amendment # 2020-018

TIP #: 2020-47-105
2040 RTP ID: Congestion Management
Project: LaVergne Advanced Traffic Management System
Requested By: LaVergne
Proposed Changes: Add project
Total Project Cost: $2,761,900

TO: $2,761,900

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Amendment Description

This amendment proposes to add the project to the TIP with $2,675,750 federal CMAQ funds awarded to the project by TDOT’s Congestion Mitigation & Air Quality Program.

This project involves the construction of an advanced traffic management system to manage signals at intersections located on Murfreesboro Rd (SR-1), Old Nashville Hwy, and Waldron Rd. Improvements at signalized intersections will include upgraded signal cabinets and traffic controllers, upgraded signal heads, radar detection, and fiber optics for the communications network. Additional improvements include enhancements to area WeGo bus stops and ADA elements at intersection crossings.
FY 2020-2023 TIP Amendment – September 2020 Adoption

TIP Amendment # 2020-019

TIP #: 2020-17-106
2040 RTP ID: Congestion Management
Project: Vanderbilt University MoveVU Program
Requested By: Vanderbilt University
Proposed Changes: Add project
Total Project Cost: $8,425,000

TO: $8,425,000

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Amendment Description

This amendment proposes to add the project to the TIP with $4,212,500 federal CMAQ funds awarded to the project by TDOT’s Congestion Mitigation & Air Quality Program.

This project involves the implementation of transit and campus shuttle improvements, public outreach and education, bike share and micro-mobility management, and data and technology related to congestion reduction, traffic flow improvements, and parking and curbside management.
**FY 2020-2023 TIP Amendment – September 2020 Adoption**

**TIP Amendment # 2020-020**

**TIP #:** 2020-67-107  
**2040 RTP ID:** Congestion Management  
**Project:** Brentwood Signal System Upgrades  
**Requested By:** Brentwood  
**Proposed Changes:** Add project  
**Total Project Cost:** $2,196,000

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**Amendment Description**

This amendment proposes to add the project to the TIP with $2,078,000 federal CMAQ funds awarded to the project by TDOT’s Congestion Mitigation & Air Quality Program.

This project involves the enhancement of traffic signal systems along 6 corridors in Brentwood: Concord Rd (SR-253), Moores Ln (SR-441), Wilson Pk (SR-252), Murray Ln, Granny White Pk, and Maryland Way/Church St. Improvements include the installation of video detection equipment, ADA improvements at pedestrian crossings, and optimized signal timings.
FY 2020-2023 TIP Amendment – September 2020 Adoption

TIP Amendment # 2020-021

TIP #: 2020-17-108
2040 RTP ID: Congestion Management
Project: Goodlettsville Traffic Flow Improvements & Traffic Signal Upgrades – Phase 3
Requested By: Goodlettsville
Proposed Changes: Add project
Total Project Cost: $3,006,000

TO: $3,006,000

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Amendment Description

This amendment proposes to add the project to the TIP with $2,903,000 federal CMAQ funds awarded to the project by TDOT’s Congestion Mitigation & Air Quality Program.

This project involves traffic signal infrastructure upgrades and signal coordination along three major corridors in Goodlettsville: Long Hollow Pk (SR-174), Conference Dr, and Main St (SR-11/US31W/US41). Improvements will include the installation of traffic adaptive technology, including video detection, new mast arms, new signals, flashing yellow arrows, new signal control cabinets, wireless communications, and ADA improvements.
## Amendment Description

This amendment proposes to add the project to the TIP with $1,415,597 federal CMAQ funds awarded to the project by TDOT’s Congestion Mitigation & Air Quality Program.

This project involves support for Metro Nashville’s Nashville Connector initiative, which aims to improve transportation demand management for commuters in the Metro Nashville area. Funding will support the program’s administration, including salaries, supplies, staff meetings and development, and equipment.
FY 2020-2023 TIP Amendment – September 2020 Adoption

TIP Amendment # 2020-023

TIP #: 2020-17-110
2040 RTP ID: Congestion Management
Project: West End Avenue (SR-1/US70S)/Broadway (SR-1/SR-24/US70) ITS Communication Upgrade

Requested By: Metro Nashville
Proposed Changes: Add project
Total Project Cost: $3,053,780

TO: $3,053,780

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Amendment Description

This amendment proposes to add the project to the TIP with $2,953,100 federal CMAQ funds awarded to the project by TDOT’s Congestion Mitigation & Air Quality Program.

This project involves the connecting or upgrading of communications infrastructure for signals along West End Avenue/Broadway (SR-1/US70S) from I-440 to First Avenue in order to increase the speed and reliability of communications with the traffic operation center. The project will include installation of aerial and/or underground fiber optic cable, the replacement of loop detectors with radar detection, and signal timing and optimization.
FY 2020-2023 TIP Amendment – September 2020 Adoption

TIP Amendment # 2020-024
TIP #: 2020-19-111
2040 RTP ID: Congestion Management
Project: Clean Trips to School
Requested By: Walk Bike Nashville
Proposed Changes: Add project
Total Project Cost: $387,993

TO: $387,993

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Amendment Description

This amendment proposes to add the project to the TIP with $310,394 federal CMAQ funds awarded to the project by TDOT’s Congestion Mitigation & Air Quality Program.

This project establishes a safe routes to school educational and outreach program to be implemented in Nashville schools by the Walk Bike Nashville organization. The program will aim to reduce car trips by encouraging active transportation through education and incentives and will develop educational materials suitable for all of MNPS.
FY 2020-2023 TIP Amendment – September 2020 Adoption

TIP Amendment # 2020-025
TIP #: 2008-51-032
2040 RTP ID: 1052-120
Project: East-West Corridor (Albert Gallatin Ave (SR-174)/Hatten Track Rd Extension)
Requested By: Gallatin
Proposed Changes: Add funds
Total Project Cost: $40,000,000

FROM: $2,500,000

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TO: $4,200,000

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Amendment Description

This amendment proposes to add $1,360,000 federal HIP funds to the project.

This project widens the existing roadway to five lanes with curb and gutter between Blythe Ave and North Water Ave and constructs a new 2-lane divided median roadway connection between Blythe Ave and SR-109. Right of way for a 5-lane minor arterial (including sidewalks) along the entire route between US-31E and SR-109 and at the intersection of SR-109 and Hatten Track Rd will be acquired to allow for a future interchange at this location.
FY 2020-2023 TIP Amendment – September 2020 Adoption

TIP Amendment # 2020-026

TIP #: 2011-41-144
2040 RTP ID: 1041-129
Project: Cherry Lane Extension with I-840 Interchange
Requested By: Murfreesboro
Proposed Changes: Program CONST; add funds
Total Project Cost: $32,028,000

FROM: $6,000,000

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TO: $8,000,000

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Amendment Description

This amendment proposes to add $1,600,000 federal M-STBG funds for ROW to the project from unprogrammed Murfreesboro Urbanized Area funds and to program $4,800,000 federal M-STBG funds for CONST currently held in reserve.

This project will construct a new 5 lane facility needed to provide alternative access to and relieve congestion on NW Broad (US-41/70) and Thompson Lane (SR-268) in Murfreesboro.
Agenda Item 4c.

Safety Performance Profiles

Background

Staff will present options for setting regional targets for roadway safety performance in conjunction with the update to the Regional Transportation plan. In advance of the discussion, staff has prepared county-level safety performance profiles.

Recommendation

For information only.
Regionwide Safety Profile

All Crashes 2015 - 2019

High Number of Crashes
High Rate of Crashes
Both High Number and Rate
Actual Crash Location

Please note that “high” crashes and crash rate are defined as the Top 25%

72,005 CRASHES
338 CRASHES PER 100M VMT
197 FATAL CRASHES
0.9 CRASHES PER 100M VMT
1,350 SERIOUS INJURY CRASHES
6.4 CRASHES PER 100M VMT

Please note rankings are based on annual averages

Non-Motorist Crashes 2010 - 2019

Please note that Latent Demand was used as a proxy for VMT for Non-Motorist Crashes

Truck Crashes 2010 - 2019
Regionwide Safety Profile

Key Trends

- Between 2015 and 2019, annual traffic fatalities increased from 150 to 222 traffic fatalities in the region.
- Pedestrian crashes represent less than 4% of all trips, yet account for 18% of fatalities and almost 8% of serious injuries.
- Impaired-driver crashes represent 3% of crashes, yet account for 40% of fatalities and 15% of serious injuries.
Davidson County Safety Profile

All Crashes 2015 - 2019

Please note that “high” crashes and crash rate are defined as the Top 25%

38,707 CRASHES
417.5 Crashes per 100 Million VMT

1st Overall Crash Ranking

82 FATAL CRASHES
0.9 Crashes per 100 Million VMT

5th Overall Fatal Crash Ranking

575 SERIOUS INJURY CRASHES
0.3 Crashes per 100 Million VMT

5th Serious Injury Crash Ranking

Please note rankings are based on annual averages

Non-Motorist Crashes 2010 - 2019

Truck Crashes 2010 - 2019

Please note that Latent Demand was used as a proxy for VMT for Non-Motorist Crashes
Davidson County Safety Profile

Key Trends

- Davidson County has the highest rate of crashes among the seven counties, yet the rate of severe crashes is lower than most counties, as it ranks fifth in fatality rate and serious injury rate.

- Between 2015 and 2019, annual traffic fatalities increased from 76 to 108.

- Pedestrian crashes represent less than 2% of crashes, yet account for more than 19% of fatalities and 10% of serious injuries.

- Impaired-driver crashes represent 3% of crashes, yet account for 48% of fatalities and 11% of serious injuries.
Maury County Safety Profile

All Crashes 2015 - 2019

Please note that “high” crashes and crash rate are defined as the Top 25%

3,632 CRASHES
315.5 Crashes per 100 Million VMT
3rd Overall Crash Ranking

16 FATAL CRASHES
1.4 Crashes per 100 Million VMT

2nd Overall Fatal Crash Ranking

127 SERIOUS INJURY CRASHES
11.1 Crashes per 100 Million VMT
1st Serious Injury Crash Ranking

Please note rankings are based on annual averages

Non-Motorist Crashes 2010 - 2019

Truck Crashes 2010 - 2019

Please note that Latent Demand was used as a proxy for VMT for Non-Motorist Crashes
Key Trends

- Maury County ranks high among counties in terms of crash rate, fatality rate, and serious injury rate.
- Between 2015 and 2019, annual traffic fatalities increased from 10 to 19.
- Motorcycle crashes represent less than 2% of crashes, yet account for nearly 18% of fatalities and 11% of serious injuries.
- Impaired-driver crashes represent 4% of crashes, yet account for 29% of fatalities and 17% of serious injuries.
Robertson County Safety Profile

Please note that “high” crashes and crash rate are defined as the Top 25%

2,234 CRASHES
223.3 Crashes per 100 Million VMT

7th Overall Crash Ranking

14 FATAL CRASHES
14 Crashes per 100 Million VMT

1st Overall Fatal Crash Ranking

75 SERIOUS INJURY CRASHES
5.0 Crashes per 100 Million VMT

2nd Serious Injury Crash Ranking

Please note rankings are based on annual averages

Non-Motorist Crashes 2010 - 2019

Truck Crashes 2010 - 2019

Please note that Latent Demand was used as a proxy for VMT for Non-Motorist Crashes
Robertson County Safety Profile

Key Trends

- Robertson County has the lowest rate of crashes among the seven counties, yet the rate of severe crashes is among the highest, as it ranks first in fatality rate and second in serious injury rate.
- Between 2015 and 2019, annual traffic fatalities increased from 9 to 15.
- Truck crashes represent less than 5% of crashes, yet account for nearly 14% of fatalities and approximately 8% of serious injuries.
- Impaired-driver crashes represent 7% of crashes, yet account for 46% of fatalities and 19% of serious injuries.

Crash Severity by Emphasis Area
Rutherford County Safety Profile

All Crashes 2015 - 2019

High Number of Crashes
High Rate of Crashes
Both High Number and Rate
Actual Crash Location

Please note that “high” crashes and crash rate are defined as the Top 25%

11,981 Crashes
330.8 Crashes per 100 Million VMT

2nd Overall Crash Ranking

35 Fatal Crashes
10 Crashes per 100 Million VMT

4th Overall Fatal Crash Ranking

262 Serious Injury Crashes
7.4 Crashes per 100 Million VMT

3rd Serious Injury Crash Ranking

Please note rankings are based on annual averages

Non-Motorist Crashes 2010 - 2019

Please note that Latent Demand was used as a proxy for VMT for Non-Motorist Crashes
Rutherford County Safety Profile

Key Trends

- Rutherford County ranks above the regional average for crash rate, fatality rate, and serious injury rate.
- Between 2015 and 2019, annual traffic crashes increased from 11,298 to 12,211.
- Truck crashes represent less than 3% of crashes, yet account for 11.4% of fatalities and 8.4% of serious injuries.
- Senior driver crashes represent 14% of crashes, yet account for 27% of fatalities.
- Young drivers account for nearly 50% of crashes.
Sumner County Safety Profile

All Crashes 2015 - 2019

High Number of Crashes
High Rate of Crashes
Both High Number and Rate
Actual Crash Location

Please note that “high” crashes and crash rate are defined as the Top 25%

4,382 CRASHES
261.3 Crashes per 100 Million VMT

5th Overall Crash Ranking

14 FATAL CRASHES
0.8 Crashes per 100 Million VMT

6th Overall Fatal Crash Ranking

118 SERIOUS INJURY CRASHES
7.1 Crashes per 100 Million VMT

4th Serious Injury Crash Ranking

Please note rankings are based on annual averages

Non-Motorist Crashes 2010 - 2019

Truck Crashes 2010 - 2019

Please note that Latent Demand was used as a proxy for VMT for Non-Motorist Crashes
Sumner County Safety Profile

Key Trends

- Sumner County ranks below the regional average for crash rate, fatality rate, and serious injury rate.
- Between 2015 and 2019, annual traffic crashes decreased from 4,594 to 4,140.
- Motorcycle crashes represent 1.4% of crashes, yet account for nearly 14% of fatalities and 11.5% of serious injuries.
- Senior drivers crashes represent 18% of crashes, yet account for 25% of fatalities.
- Distracted driver crashes represent for 10% of crashes, yet account for 16% of serious injuries.
Williamson County Safety Profile

All Crashes 2015 - 2019

- High Number of Crashes
- High Rate of Crashes
- Both High Number and Rate
- Actual Crash Location

Please note that “high” crashes and crash rate are defined as the Top 25%

6,564 Crashes
226.1 Crashes per 100 Million VMT

6th Overall Crash Ranking

15 Fatal Crashes
0.5 Crashes per 100 Million VMT

7th Overall Fatal Crash Ranking

100 Serious Injury Crashes
3.5 Crashes per 100 Million VMT

7th Serious Injury Crash Ranking

Please note rankings are based on annual averages

Non-Motorist Crashes 2010 - 2019

Truck Crashes 2010 - 2019

Please note that Latent Demand was used as a proxy for VMT for Non-Motorist Crashes
Williamson County Safety Profile

**All Crashes**

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**Fatal Crashes**

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**Serious Injury Crashes**

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</tr>
<tr>
<td>2019</td>
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**Key Trends**

- Williamson County is one of the safest counties in the region with a low crash rate, fatality rate, and serious injury rate.
- Between 2015 and 2019, annual traffic fatalities increased from 12 to 18.
- Truck crashes represent less than 3% of crashes, yet account for nearly 19% of fatalities and more than 8% of serious injuries.
- Senior drivers and young drivers account for a large share of crashes as seniors represent 15% of crashes and young drivers account for 40% of crashes in the county.

**Crash Severity by Emphasis Area**

- Senior Driver: 15% Crashes, 17% Fatal, 17% Serious Injury
- Young Driver: 40% Crashes, 31% Fatal, 41% Serious Injury
- Distracted Driver: 12% Crashes, 9% Fatal, 19% Serious Injury
- Impaired Driver: 3% Crashes, 31% Fatal, 17% Serious Injury
Wilson County Safety Profile

All Crashes 2015 - 2019

- High Number of Crashes
- High Rate of Crashes
- Both High Number and Rate
- Actual Crash Location

Please note that "high" crashes and crash rate are defined as the Top 25%

4,505 CRASHES
263.1 Crashes per 100 Million VMT

4th Overall Crash Ranking

20 FATAL CRASHES
1.2 Crashes per 100 Million VMT

3rd Overall Fatal Crash Ranking

92 SERIOUS INJURY CRASHES
5.4 Crashes per 100 Million VMT

6th Serious Injury Crash Ranking

Please note rankings are based on annual averages

Non-Motorist Crashes 2010 - 2019

Please note that Latent Demand was used as a proxy for VMT for Non-Motorist Crashes
Wilson County Safety Profile

### All Crashes

- **2015**: 6,000
- **2016**: 5,500
- **2017**: 5,000
- **2018**: 4,500
- **2019**: 4,000

### Fatal Crashes

- **2015**: 10
- **2016**: 15
- **2017**: 20
- **2018**: 25
- **2019**: 30

### Serious Injury Crashes

- **2015**: 120
- **2016**: 100
- **2017**: 80
- **2018**: 60
- **2019**: 40

### Key Trends

- Wilson County ranks below the regional average for crash rate, fatality rate, and serious injury rate.
- Between 2015 and 2019, annual traffic fatalities increased from 18 to 29.
- Pedestrian crashes represent 0.5% of crashes, yet account for more than 6% of fatalities and 4.7% of serious injuries.
- Impaired-driver crashes represent 5% of crashes, yet account for 34% of fatalities and 23% of serious injuries.
Agenda Item 4d.

Weighted Priorities for the RTP Policy Framework

Background

Staff will present initial results from a survey being conducted among TCC members to help develop priority weights for each of the goals identified in the RTP Policy Framework. The weights will be used to prioritize projects for funding as the plan is developed.

This Policy Framework presents six regional goals and establishes the need to identify specific, measurable objectives to help ensure that the desired outcomes of the plan are being achieved through the implementation of its recommendations.

Recommendation

For information only.
Call-for-Projects and General Framework for the Development of the Regional Transportation Plan

Call-for-Projects
The current transportation plan, adopted in 2016, allocates more than $8 billion in anticipated federal grants and matching funds to transportation projects through 2040. A major update is scheduled for release in mid-2020 with adoption in early 2021. A call-for-projects is one of the first major acts by the Transportation Policy Board to engage TDOT and other participating jurisdictions in finding specific solutions to solve Middle Tennessee’s transportation challenges. Interested parties may respond at Apply.NashvilleMPO.org by December 31, 2019.

Decision-making Authority of the Transportation Policy Board
The Transportation Policy Board (TPB) is empowered by federal law to serve as the primary forum for collaboration among local elected officials, public transit operators, TDOT, and other state and federal agencies in order to negotiate a mutually beneficial plan to invest in roadways, bridges, public transit, and other transportation facilities across the greater Nashville area.

Purpose of the Regional Plan
Direct the investment of public funds to provide for a safe and reliable transportation system that helps local communities thrive and contributes to the economic productivity of the region and state.

Shared Responsibilities of Participating Jurisdictions
- Work cooperatively across political boundaries, levels of government, socioeconomic groups, and economic sectors to identify a shared vision for the region.
- Be willing to prioritize transportation needs according to the known constraints, fiscal or otherwise.
- Identify strategies and resources to overcome anticipated obstacles to success.
- Consider future generations and long-term trends while determining short-range priorities.
- Think comprehensively about the relationship between transportation decisions and those related to housing, the economy and jobs, land use and community design, conservation and preservation, social services, among others.
- Measure performance to monitor progress and improve the effectiveness of future decisions.

Guiding Principles (Proposed)
A philosophy that encompasses a set of values that guide the decisions of the TPB to ensure that its plans and programs contribute to a broad array of community benefits.

- Livability - Enhance quality of life by prioritizing initiatives that increase opportunities for housing, learning, employment, recreation, and civic involvement while maintaining affordability.
- Prosperity - Contribute to the region’s economic productivity by prioritizing solutions that connect workforce with jobs, improve access to markets, and leverage additional investment.
- Sustainability - Encourage growth and prosperity without sacrificing the health, natural or historical assets, or financial stability of this or future generations.
- Diversity - Find solutions that balance the variety of perspectives across Middle Tennessee and ensure local context, community character, and cultural identity are respected in the process.

Emerging Issues and Related Concerns
- Rapid pace of change
- Worsening traffic congestion  
- Affordability of housing
- Inequitable prosperity
Lack of transit options and recent cuts
Poor walkability/ pedestrian safety
Increasingly complex environment (scooters, construction, etc.)
Outdated traffic control technology
Confusion among general public about plans
Slow project delivery
Right-of-way costs
Lack of funding for transportation need

Goals & Objectives
Desired outcomes that are transportation-related, expressed either in broad terms (goal) or as a measurable accomplishment (objective). Objectives will be developed throughout the planning process.

Maintain State of Good Repair for Roadways, Bridges, and Transit Systems
Improve Safety for the Traveling Public and Freight Haulers
Mitigate Congestion to Keep the Region Moving
Increase Access to Economic Opportunity for all Middle Tennesseans
Minimize Disruptive Impacts of Transportation Systems and Improvements
Align with Other Local, Regional, and Statewide Policies and Plans

Strategies
A general approach or method, or a broadly defined action that can be deployed to help achieve a desired outcome; A means to an end. The following is an illustrative list of potential strategies.

Take a “Fix-it-first” approach
Reinvest in existing infrastructure
Corridor preservation and access management
Promote the implementation of “complete streets”
Increase choice through expanded multimodal options
Empower travelers with data and information
Adopt emerging technologies
Leverage other public funds or private investment

Actions or Tactics
A specific action or step that can be implemented to achieve a desired outcome or to advance a strategy.

Physical improvements or upgrades
Legislation, policies, rules, regulations
Incentives and rewards
Studies, research, data analysis
Educational or promotional programming

Evaluation & Prioritization Factors
Metrics, indicators, and qualitative analysis used to assess the merit of proposed strategies or actions in helping to achieve the desired goals and objectives.

Policy environment – regulations, policies, zoning and development regulations, etc.
Physical environment - Building footprints, infrastructure, land, environmental assets, etc.
Socioeconomics - households, population, jobs, race, ethnicity, income, auto ownership, etc.
Transportation performance - traffic incidents, travel times, level of service, service frequency, etc.
Project delivery - costs, impacts, capability of agency, right-of-way needs, local support, etc.

Regional Priorities
The strategies or actions that are determined to be the most important for resource allocation or focused effort over the near-term.

Endorsed by the Transportation Policy Board on October 16, 2019, Updated December 11, 2019
Glossary of Terms for the RTP Policy Framework

Guiding Principle – A philosophy that encompasses a set of values that guide the decisions of the TPB to ensure that its plans and programs contribute to a broad array of community benefits.

Goal – Desired outcome expressed in broad terms and achieved over the long-term.

Objective – Desired outcome that helps achieve a stated goal and which can be measured over a defined period of time using performance measures or metrics.

Performance Measure – A direct observation or prediction of a particular condition or behavior associated with at least one objective (i.e., vehicle miles traveled - in relation to the objective to reduce travel distance).

Indicator – A data point not associated with any specific or particular goal or objective (i.e., 5% increase in residential population).

Metric – A performance measure combined with additional information for the purposes of establishing a relative value (i.e., Daily VMT per capita).

Target – A desired value or outcome related to a performance measure or metric (i.e., Reduce average VMT per capita to less than 30 miles per day).

Strategy – A general approach or method, or a broadly defined action that can be deployed to help achieve a desired outcome; A means to an end.

Tactic – A specific action or step that can be implemented to achieve a desired outcome or to advance a strategy.

Priority – A strategy or action that is determined to be important for resource allocation or implementation.

Common Acronyms

CO – Carbon Monoxide
CO2/GHG – Carbon Dioxide/ Greenhouse Gas
FF – Free Flow (speed)
FHWA – Federal Highway Administration
FTA – Federal Transit Administration
LM – Lane Miles
LOS – Level of Service
MPO – Metropolitan Planning Organization
NOx – Oxides of Nitrogen

PM – Performance Measure
RTP – Regional Transportation Plan
TCC – Transportation Coordinating Committee
TDOT – Tennessee Department of Transportation
TPB – Transportation Policy Board
VHT – Vehicle Hours Traveled
VMT – Vehicle Miles Traveled
VOC – Volatile Organic Compounds
2045 Regional Transportation Plan Policy Framework
Initial Set of Goals and Objectives

Goal 1. Maintain **State of Good Repair** for Roadways, Bridges, and Transit Systems
   1. Maintain roadway pavement conditions
   2. Maintain bridge deck conditions
   3. Repair or replace deficient bridges
   4. Maintain transit assets

Goal 2. **Improve Safety** for the Traveling Public and Freight Haulers
   5. Reduce crashes (traffic incidents)
   6. Reduce traffic fatalities
   7. Reduce serious injuries from crashes
   8. Improve safety for pedestrians and cyclists

Goal 3. **Mitigate Congestion** to Keep the Region Moving
   9. Minimize travel delays
   10. Improve corridor-level travel time reliability
   11. Increase access to non-SOV options
   12. Reduce travel distances

Goal 4. **Increase Access to Economic Opportunity** for all Middle Tennesseans
   13. Increase system-level capacity to support economic growth
   14. Improve connectivity between jobs and workforce
   15. Ensure affordable transportation options
   16. Increase efficiency of freight movement

Goal 5. **Minimize Disruptive Impacts** of Transportation Systems and Improvements
   17. Build resiliency into the transportation system
   18. Minimize pollution from vehicle emissions
   19. Minimize conflict with conservation priorities
   20. Minimize disproportionate impacts on vulnerable neighborhoods

Goal 6. **Align with Other Local, Regional, and Statewide Policies and Plans**
   *Under development*

Prepared by the Greater Nashville Regional Council
For Endorsement - December 11, 2019
## 2045 Regional Transportation Plan Policy Framework
### Initial Set of Performance Measures

<table>
<thead>
<tr>
<th>ID</th>
<th>Type</th>
<th>Performance Measure</th>
<th>Goals</th>
<th>Objectives</th>
<th>CMP</th>
<th>FED</th>
<th>Modal Element</th>
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<tbody>
<tr>
<td>1</td>
<td>Condition</td>
<td>Percent of Federal-Aid routes in good or poor condition</td>
<td>1</td>
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<td>Percent of commute destinations within county of residence</td>
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<td>Percent of trips made by non-single occupant vehicles</td>
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<td>Number of employers participating in transit pass programs</td>
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<td>26</td>
<td>Utilization</td>
<td>Number of employers participating in other formal TDM programs</td>
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<td>Outcome</td>
<td>Number of crashes (traffic incidents)</td>
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<td>Outcome</td>
<td>Fatality rate resulting from crashes</td>
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<td>29</td>
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<td>Number of fatalities resulting from crashes</td>
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<tr>
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<td>Outcome</td>
<td>Serious injury rate resulting from crashes</td>
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<td>31</td>
<td>Outcome</td>
<td>Number of serious injuries resulting from crashes</td>
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<td>Outcome</td>
<td>Number of traffic crashes involving non-motorized traveler</td>
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<td>33</td>
<td>Outcome</td>
<td>Number of pedestrian fatalities</td>
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<tr>
<td>34</td>
<td>Outcome</td>
<td>Number of seriously injured pedestrians</td>
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<td>35</td>
<td>Outcome</td>
<td>Number of cycling fatalities</td>
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<td>36</td>
<td>Outcome</td>
<td>Number of seriously injured cyclists</td>
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<tr>
<td>37</td>
<td>Outcome</td>
<td>Number of crashes involving public transit</td>
<td>2</td>
<td>5</td>
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<td>Transit</td>
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</tbody>
</table>
# 2045 Regional Transportation Plan Policy Framework
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<tbody>
<tr>
<td>38</td>
<td>Outcome</td>
<td>Number of crashes involving freight</td>
<td>2,3,4</td>
<td>5,16</td>
<td>X</td>
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<td>Freight</td>
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<tr>
<td>39</td>
<td>Outcome</td>
<td>Roadway volume to capacity ratio</td>
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<td>9,13</td>
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<td>40</td>
<td>Outcome</td>
<td>Travel speed as a percentage of expected free flow</td>
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<td>41</td>
<td>Outcome</td>
<td>Peak hour excessive delay</td>
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<tr>
<td>42</td>
<td>Outcome</td>
<td>Percent of VMT on congested routes</td>
<td>3,4</td>
<td>9,10</td>
<td>X</td>
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<tr>
<td>43</td>
<td>Outcome</td>
<td>Percent of Freight VMT on congested routes</td>
<td>3,4</td>
<td>9,10,16</td>
<td></td>
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<td>Freight</td>
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<tr>
<td>44</td>
<td>Outcome</td>
<td>Vehicle hours traveled (VHT)</td>
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<td>Non-Interstate NHS reliability</td>
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<td>Outcome</td>
<td>Public transit service reliability (on-time)</td>
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<td>48</td>
<td>Outcome</td>
<td>Freight reliability on NHS</td>
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<td>10,16</td>
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<td>X</td>
<td>Freight</td>
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<td>49</td>
<td>Outcome</td>
<td>Average commute travel distance</td>
<td>3,4</td>
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<td>Outcome</td>
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<td>3,4</td>
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<td>Outcome</td>
<td>Pedestrian level of service</td>
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<td>1,8,11,15</td>
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<tr>
<td>52</td>
<td>Outcome</td>
<td>Bicycle level of service</td>
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<td>1,8,11,15</td>
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<tr>
<td>53</td>
<td>Outcome</td>
<td>Carbon Monoxide (CO) from vehicle emissions</td>
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<td>Oxides of Nitrogen (NOx) from vehicle emissions</td>
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<td>Outcome</td>
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<td>58</td>
<td>Proximity</td>
<td>Percent of households within 1/4 miles of frequent transit service</td>
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<td>11,12,14,15,17</td>
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<td>Proximity</td>
<td>Percent of households within 2 miles of park-n-ride lot</td>
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<tr>
<td>60</td>
<td>Proximity</td>
<td>Percent of jobs within 1/4 miles of frequent transit service</td>
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<td>Proximity</td>
<td>Number of jobs within 30 minute transit commute</td>
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<td>Proximity</td>
<td>Percent of jobs within 30 minute commute</td>
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<td>19</td>
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</table>

**KEY:**
- **Condition**: Measure of the physical condition of infrastructure including a facility or equipment
- **Capacity**: Measure of the capacity of the transportation system including roadways and transit service
- **Utilization**: Measure of the demand or usage of the transportation system
- **Outcome**: Measure related to the resulting effects of the use of the transportation system
- **Proximity**: Measure of value within a distance of the transportation facility or related feature

Prepared by the Greater Nashville Regional Council
For Endorsement - December 11, 2019

CMP = Element of the Congestion Management Process
FED = Required by federal performance-based planning regulations