



**- MINUTES -**  
**VISION ZERO ADVISORY COMMITTEE**  
**Howard Office Building — Sonny West Conference Room**

**January 30, 2023**

**ATTENDEES**

**ADVISORY COMMITTEE**

Amanda Key, Ben Hubert, Christine Irizarry, Christopher Sandwith, Hannah Sasscer, Joy Andal, Jeremiah Wooten, Katherine McDonnell, Kemar Small, Peter Robinson, Shandira Edgcombe, and Wesley Smith

**STAFF**

Jon Boghozian, Diana Alarcon, Brad Freeze, Jason Oldham, Cortnye Stone, Sissy Muro Juarez, Anna Dearman, and Madison Fitzgibbon

**COMMITTEE NOT PRESENT**

Kemar Small and Chris Bowe

## 1. Welcome and Introductions

- Opened with a moment of silence for 1 second per 162 lives lost and moved to Jon expressing appreciation for task force members and their continued interest in Vision Zero
  - Encourages the group to take the opportunity to ask questions, express interest and continue to grow this passion
- NDOT wants to utilize this group as much as possible – different backgrounds in different areas to make sure we are getting the best engagement possible; we want to work with what works for the group
  - The goal is to set up the group to have meaningful engagement with some structure provided by NDOT
  - Suggested structure is to present items and then have group discuss and come up with a motion to approve/adjust
- The meeting is not dictated by charter – this gives the group a lot of freedom but also leaves a lot of questions that will need to be answered by the group
  - Group will work together to create bylaws for how to operate
    - Might take a few meetings to get bylaws together
    - Once bylaws are in place a chair and vice chair will be nominated
  - Group will then bring new business to NDOT'S attention once all these elements have been put in place
  - Would like the group to follow Robert's rules when it comes to a general structure to the meeting
- The group can set up additional sub-committees and working groups as sees fit
- The group is more than welcome to communicate with each other outside of meetings
  - Will work to get a SharePoint established where group members can communicate and share information freely
- Council has already passed a resolution on the action plan and implementation plan for year 1
  - The task force will be focused on years 2-5
    - Suggesting a subcommittee for the year 2-5 budget
    - Opportunities to pull past best practices to use moving forward
- Cortnye will be implementing basic transparency rules for the meetings
  - Meetings will be held in accessible public locations and open to the public
  - Minutes will be posted online once meeting has concluded
  - Agendas will be posted online in advance of meetings being held

## 2. 2022 Vision Zero Overview – Jon Boghozian

### Fatal Crashes

- Looking at the past 10 years of crashes it is clear Nashville needed a refocus on Vision Zero
  - This overall trend is not a post-pandemic concern but what we are seeing post-pandemic is a significant increase in pedestrian crashes (per graph in presentation)
- Public Engagement Efforts
  - Did a lot of surveys, targets focus groups, and stakeholder meetings to get feedback

- Created guideline principles based of the collected feedback
  - Defined what our vulnerable communities are with data from Greater Nashville Region Council (GNRC) based on 14 different criteria
  - 6% of roadways (200 miles) account for 59% of serious and fatal crashes
    - This high-injury network will be the priority for implementation and evaluation
- Nashville per capital is more dangerous than comparable cities (Austin, Charlotte, Denver)
  - Pedestrians and bikers are more like to die if involved in a crash
  - Higher speeds are a huge contributing factor to these fatalities
- Need to correctly adjust these speeds
- We understand a majority of our most dangerous road share similar characteristics

### **Action Plan and Implementation Plan Overview**

- Our action plan is being implemented with real dollars by our implementation plan
  - Most of this budgeted money (83% or 21 million) is being focused on engineering and this is our biggest problem for why people are dying on our roads
  - The budget numbers from past years were 15 million for FY 21/22 and 17 million for FY 22/23, but only 14 million was proposed for FY 23/24 (may get more may get less)
    - Want to understand our budget and be able to mark this to projects
    - How do we make the biggest impact with less money than in past years
- Engineering Actions
  - Quick build projects – budgeted 3 million here as the others can take longer and need to have funding to complete these shorter-term items
    - Projects include re-painting crosswalks, light-up crosswalks, and increasing lighting around bus stops
      - Items that are going to make pedestrians more visible to cars
    - Looking at what is already in place and what can we do quickly to make it better
    - Recently walked about 19 corridors (15 miles) to find opportunities to make safer
      - Identified 150 un-signalized crossings and currently evaluating how to make them safer
    - Retiming projects kicking off to prioritize pedestrians
      - LPIs and bikeways specifically
  - Capital projects – budgeted about 14 million here (majority of budget) as these are the most expensive items but have a large impact on improving the safety of our roads
    - Projects include traffic signals, HAWKS, and bigger lighting projects
      - A new signal will soon be installed on Dickerson Pike
    - These projects cost a lot and can take about 2 plus years to install
  - Transformative projects – budgeted 3.5 million and focus on redesigning the roads
    - Require multiple years and multiple funding budgets to complete
    - More focused on recognizing and securing partner funding for these projects

### **Projects Initiated/ Funding Allocated/ Future Projects**

- A grant has potentially been fast actioned
  - This grant will fund some capital projects and the design of larger transformative projects (the engineering portion)
    - Current capital projects included working with WeGo to add better stopping points to make things safer/ more accessible around these access points
    - Contributing Vision Zero money to these bigger projects and coordinating with other entities to help make safer roads
- Evaluation Actions include:
  - Quick audits post-crash to learn more and see if there is anything we can address to make it better – fatal crash reports
  - Vision Zero report card – group will work to score what we did or didn't do well at end of the year
  - Working to get better data to be able to pinpoint these concerns and finding new opportunities to collect user data
  - Standard detail updates – updating old plans and bringing in new ideas to improve
  - Pedestrian crossing manual – implement these new ideas based on the characteristics of the road (setting standard guidelines moving forward)
- Enforcement Actions include:
  - Partnering with our enforcement team who are eager to play their part in Vision Zero however the group feels fit to be used
  - Have already seen them out on our high-injury network roads
    - Have seen a reduction in fatal crashes on these roads
    - Crashes that occur our behavior driven
      - Using data to help enforce better behavior

- Nashville Vision Zero Tactical Urbanism Guidelines
  - Tactical Urbanism is all about action - also known as DIY Urbanism, Planning-by-Doing, Urban Acupuncture, or Urban Prototyping
  - A permit process for a city, committee member, or organizations who would like to propose a project
    - Short-term, low, cost, community lead solutions
  - Can catalyze a quick build or capital project – on the quicker side of implementation
  - Looking at how to update this program to make it easier and more accessible and how to use it to better address safety concerns
    - Currently working with a local firm to evaluate cities that have strong Tactical Urbanism programs to craft a proposed update to the program
    - Parklet Program – legislation introduced on the 6<sup>th</sup>
  - This program would be great example of how to potentially shape this committee's bylaws

### 3. Vision Zero Education and Encouragement Update – Cortnye Stone

- Step one in this plan is getting a group together to be ambassadors to help reach communities – some that may be harder to reach
  - Vision Zero coordinator will be helping to tie all the E's together moving forward
    - Th coordinator should be announced next week
- Comprehensive Marketing and Education Campaign
  - Currently being solicited with a targeted launch in late spring
    - Hoping to have secured a consultant in the next few months
    - Looking to launch a detailed and engaging program with a comprehensive outreach
      - Invasion this to be trad PR in addition to target outreach
        - Want to be able to meet and find people where they are
        - This will be a big focus to get those outside of a typical grasp
- THSO Walking and Biking Safety Grant
  - NDOT was awarded a \$60,000 grant in the fall of 2022
  - Currently contracting a vendor with plans to produce the PSA in Feb/March 2023
    - Email to come with PSA's that have come out in other cities
      - Requesting honest feedback on what may/may not work in Nashville
    - Portland and Austin are years ahead and have some great Vision Zero examples
      - Paying attending to national best practices while also trying to fine-tune to Nashville's needs
- High-Level Outreach
  - Unhoused are victims and we need to be reaching out
  - Starts with Metro employees and getting them invested in the community
    - What does this outreach look like?
  - Transparency and engagement tools to allow the public to track progress on Vision Zero projects
  - Story maps are important to document what people are experiencing as a firsthand encounter with traffic violence
    - What does a near miss look like to you?
    - What is happening with Vision Zero that the media cannot cover
  - Coordination with other transportation efforts in Nashville
    - Staying connected with other programs that are already in place such as Connect Downtown, WalknBike, and other bikeway programs is key to making sure we are all working towards the same goal
  - Cortnye has encouraged the members to reach out with any ideas they may have on how to expand this outreach

### 4. Rules and Procedures Discussion – All

- How frequently/when would the group like to meet?
  - Evening vs weekends?
  - When is our next meeting?
    - Google poll to come out shortly with suggested meeting times in the next 2-3 weeks
- Would we like a hybrid approach?
  - Suggesting meeting in person at least quarterly with potential smaller meetings or virtual meetings in-between those
- What is the commitment of the committee – need to determine the term limit
  - Jon is requesting 2-year terms
  - Brad is requesting half of the committee stay on for next term for continuity

## 5. Closing – Diana Alarcon/ Jon Boghozian

- Understating the importance of getting bylaws in place
  - Can't do business until we know what we want to do business on
  - Would suggest this should be more frequent meeting (monthly) at least until bylaws and structure has been established
- Be thinking about who the group might want to chair, vice chair, or be secretary (take notes)
  - Be thinking about what kind of sub committees you would like to potentially break out into
  - Suggested an executive committee who can meeting more frequently and then a standard committee for everyone that will meet less frequently
- Group is requesting bylaws draft for the group to review during next meeting
  - Engagement will be discussed later
  - Group requesting previous city bylaws to review (Portland, Austin, Denver)