



*NASHVILLE DEPARTMENT of TRANSPORTATION
& MULTIMODAL INFRASTRUCTURE*

**Nashville Vision Zero
Advisory Committee Overview**

Jon Boghozian, Vision Zero Manager
January 30, 2023

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» **Jon Boghozian**



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Advisory Committee

- > Joy Anddal, MSPS, RN
- > Chris Bowe
- > Shandira Edgecombe
- > Ben Hubert
- > Christine Irizarry
- > Amanda Key
- > Koby Langner
- > Dr. Katherine McDonell
- > Peter Robison
- > Chris Sandwith
- > Hannah Sasscer
- > Kemar Small
- > Wes Smith
- > Jeremiah Wooten

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Typical Agenda

- > NDOT will create the agenda and publish it before the meeting.
 - > Recent fatal crashes
 - > Safety audit reports
 - > Design projects
- > Some items may be information only.
- > Items will be presented by staff to the committee to discuss and provide a consensus opinion.
- > Committee can propose new items to be considered at next meeting. Chair to manage and direct.

-AGENDA-
VISION ZERO ADVISORY COMMITTEE
 Howard Office Building - Sunny West Conference Room
 January 31, 2023

Notice to Public:
 Agendas are posted online on the Friday before each meeting at <https://www.ndot.gov/transportation/transportation-services-and-operations/vision-zero>
 Contact Ann Rughman via email for matters related to this agenda at arughman@ndot.gov
 The 11 member group will coordinate with NDOT staff on implementation of North Carolina's Vision Zero Program and the U.S. Dept. of Transportation's Engineering, Education, Enforcement, and Encouragement.

1. Call to Order
2. Adoption of Agenda
3. Approval of Minutes
4. Consent Agenda
5. Items to be Considered
6. New Business
7. Other Business
8. Adjournment

Vision Zero Advisory Committee, January 2023 Agenda Page 1 of 1

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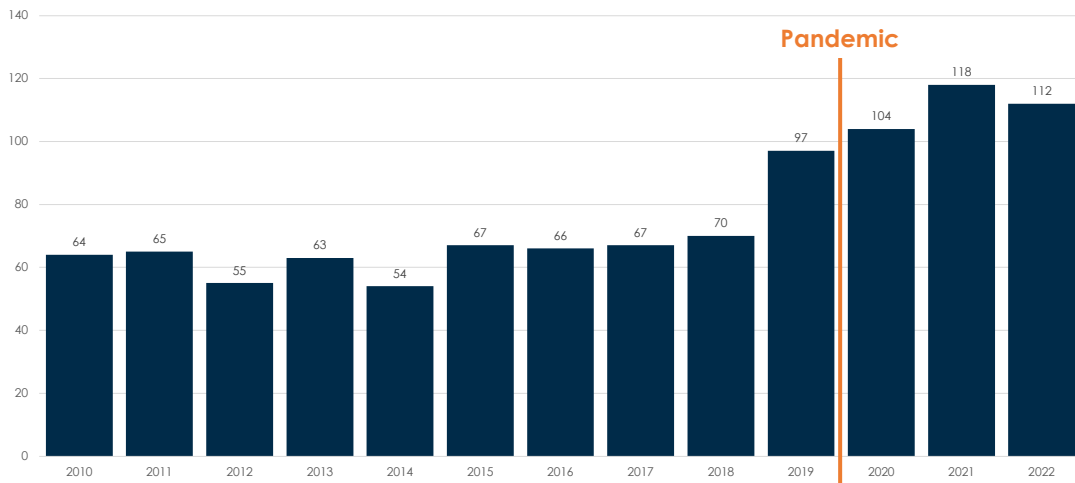
Process and Procedure

- > Robert's Rules
- > Bylaws
 - > Term, voting, quorum, meeting frequency, sub-committees
 - > Sub-Committees: Vulnerable Users, Budget and Work Plan, Outreach and Education
- > Chair and Vice-Chair

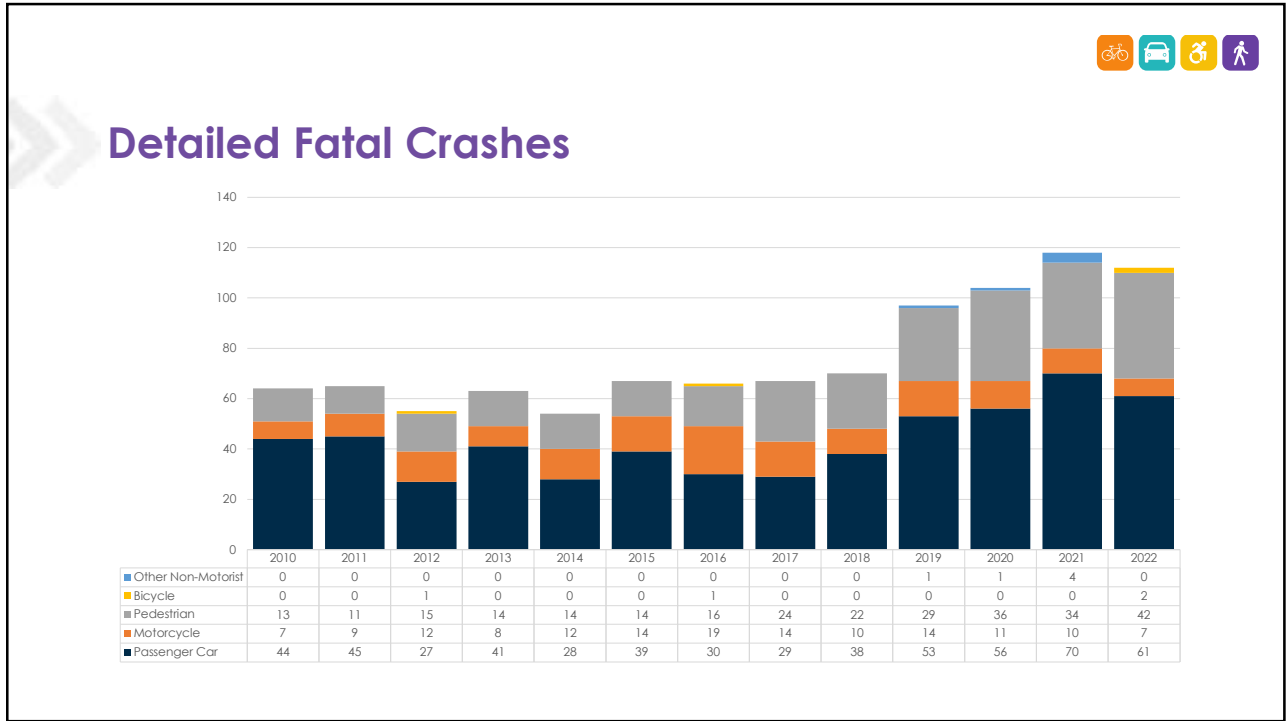
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Fatal Crashes



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Guiding Principles



- Traffic deaths are preventable and unacceptable.
- Human life and safety take priority over moving cars.
- Street design should account for human error and be predictable.
- Managing vehicle speed is fundamental to saving lives.
- Traffic safety improvements should reflect community needs.
- Quality data and transparent evaluation is needed at all levels of government.
- Effective prevention requires urgency and an integrated approach.
- Network connectivity is critical to ensure people can safely access key destinations.

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How do we define Vulnerable Areas

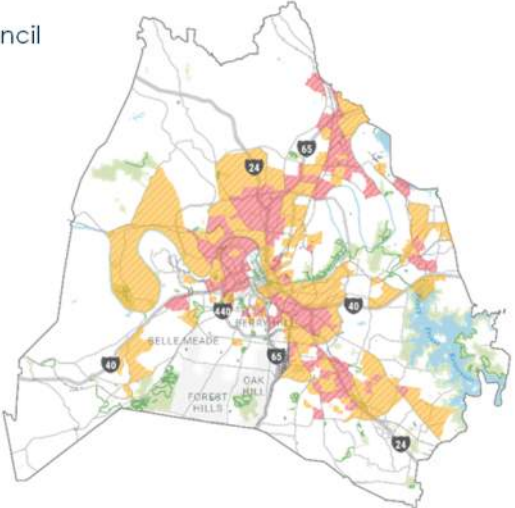


> Adapted from the Greater Nashville Regional Council methodology, adjusting for just Davidson County.

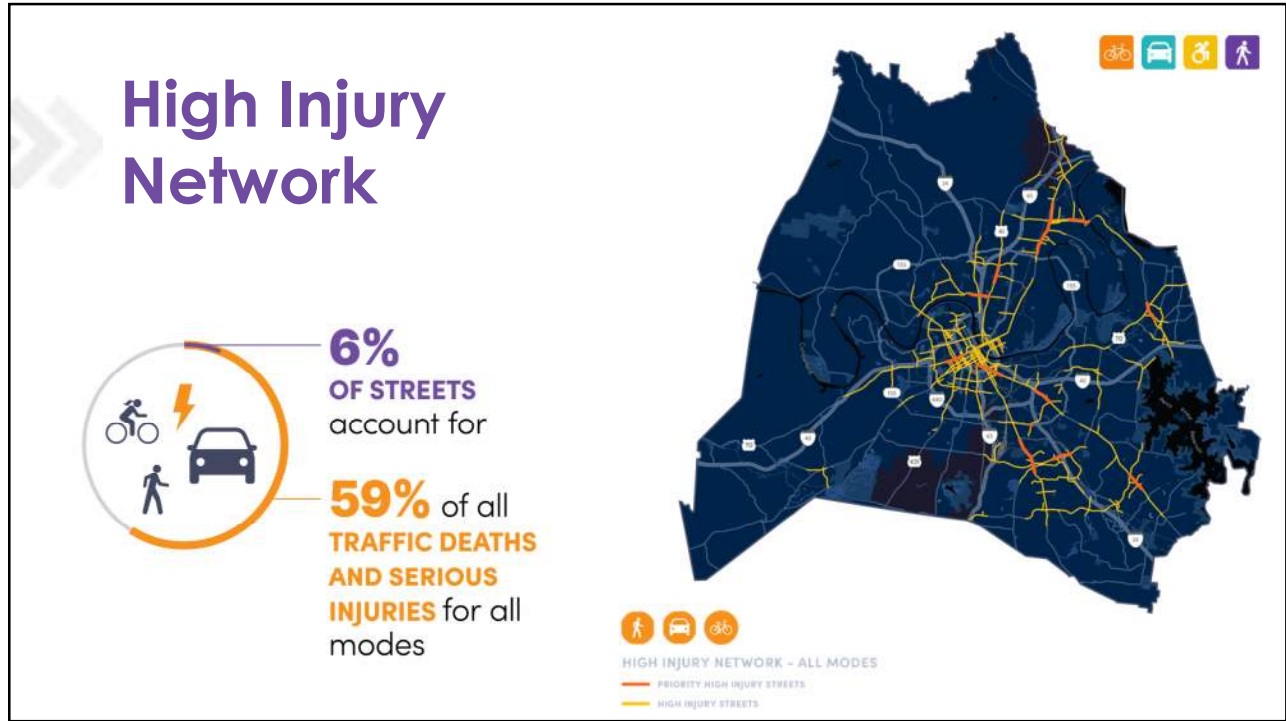
Equity Inputs

- Active Transportation Users**
(workers that use transit, walk, or bike to work)
- Carless Households
(no vehicles available)
- Disabled Population
- Educational Level
(less than High School)
- Females
- Housing Cost-Burdened Households**
- Limited English Proficient Households
- People of Color**
(non-white and/or Hispanic/Latinx)
- Poverty

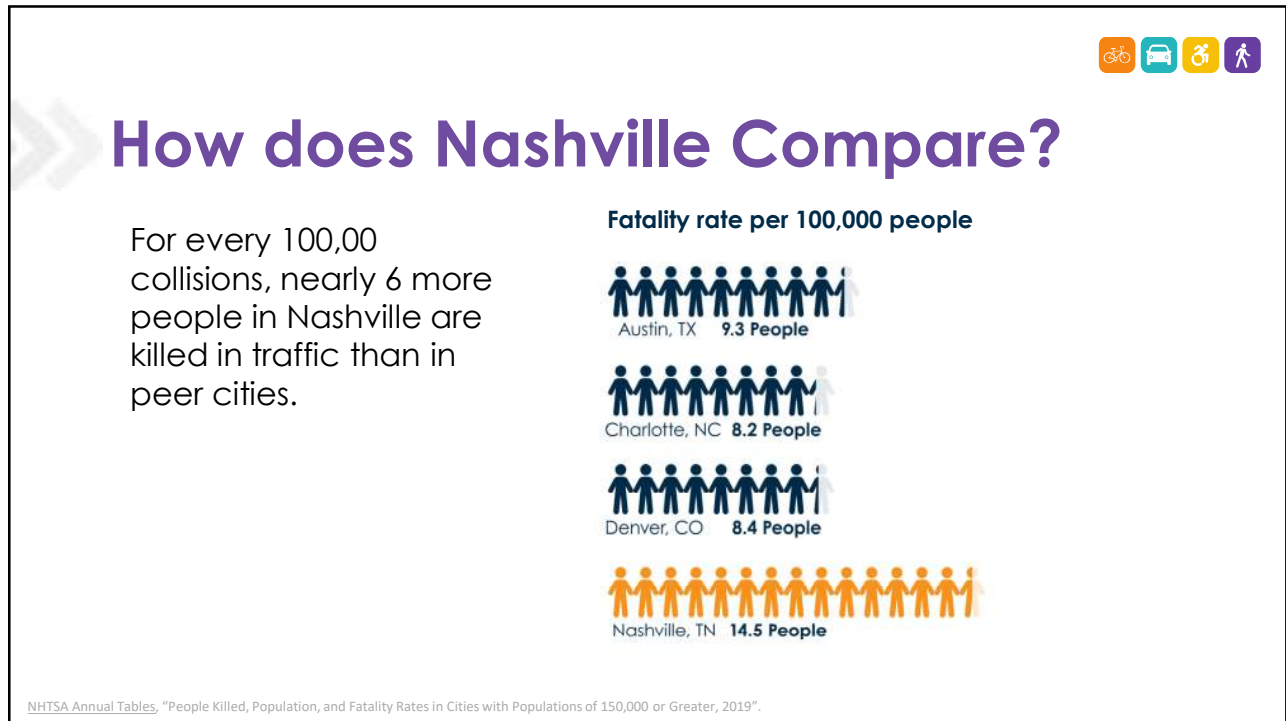
- Renters vs. Owners**
- Seniors (65+)
- Unemployment Rate
- Youth (under 18)



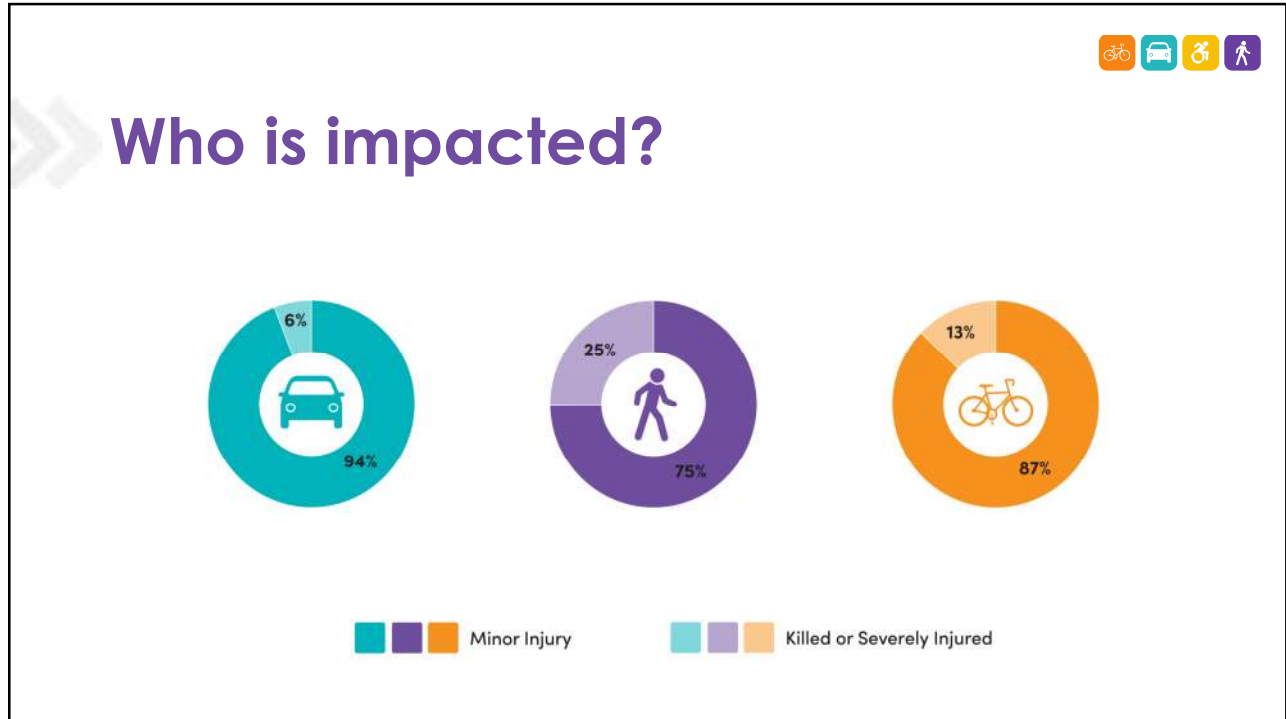
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Speed is a risk for everyone.

ROADS WITH MULTIPLE TRAVEL LANES and a speed limit of **35+ mph** have a higher collision rate for all modes

Collisions happen at disproportionately higher rates in **COMMERCIAL AREAS AND ON ARTERIALS** (the pikes).

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Interactive Dashboard

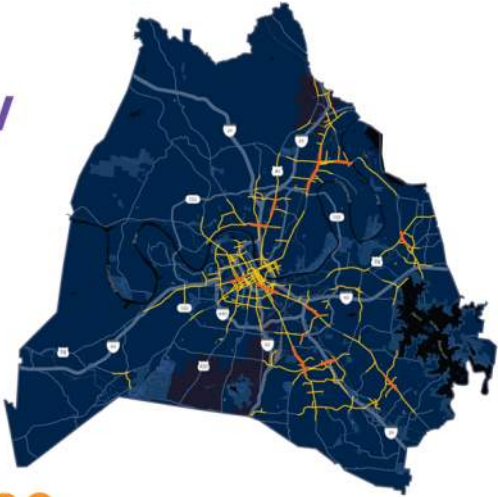
Visit VisionZero.Nashville.Gov




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Vision Zero Program Overview

- > 6% of streets account for 59% of all fatal and serious injury crashes (all modes)
- > 46% of Nashville's high-injury network is owned by TDOT
- > The high-injury network will be the priority for implementation and evaluation



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Action Plan to Implementation Plan

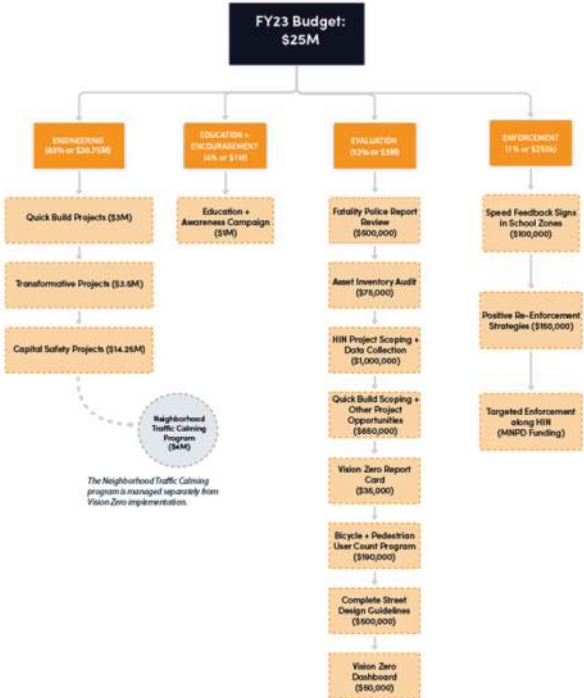
- > The Five E's Framework
 - > Engineering
 - > Evaluation
 - > Encouragement
 - > Education
 - > Enforcement
- > Equity is a priority focus in each E

- > The Five Themes
 - > Create Safe Streets for Everyone
 - > Prioritize Equity
 - > Increase Collaboration and Transparency
 - > Promote a Culture of Safety
 - > Improve Data Quality

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Program Overview

- > FY21/22 - \$15,000,000
- > FY22/23 - \$17,214,500
- > FY23/24 - \$13,736,000 (proposed)

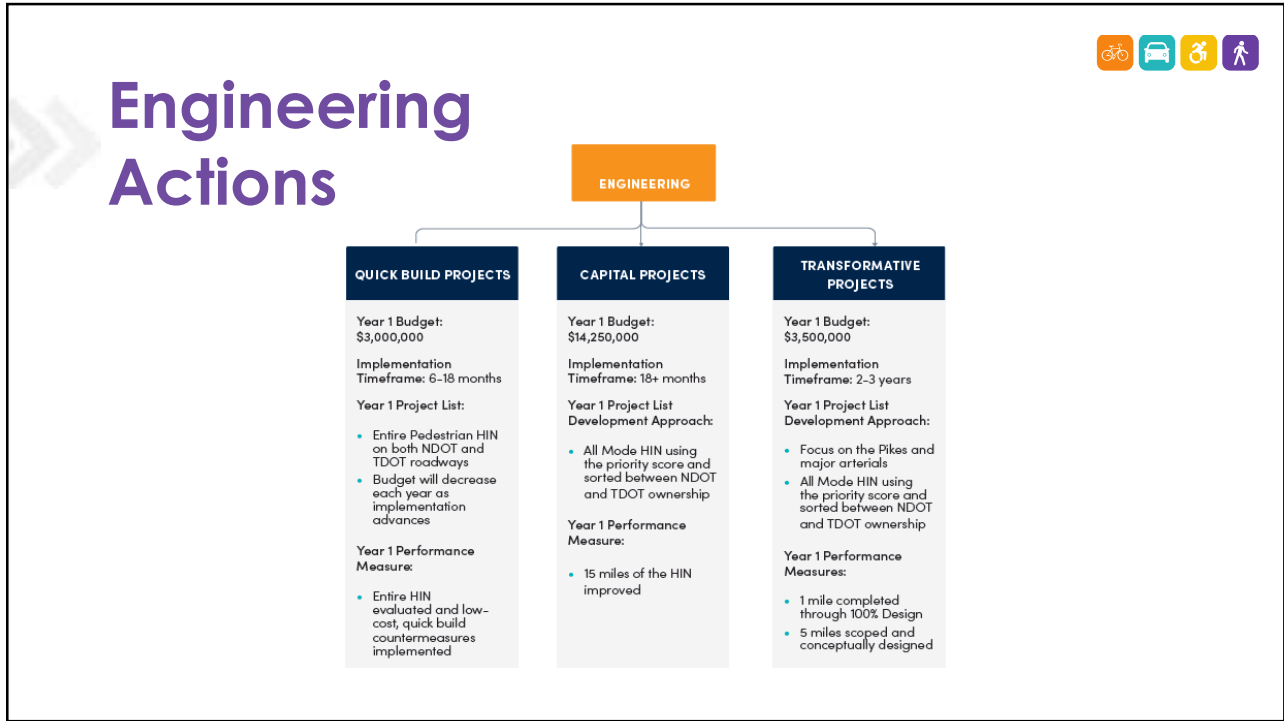


FY23 Budget: \$25M

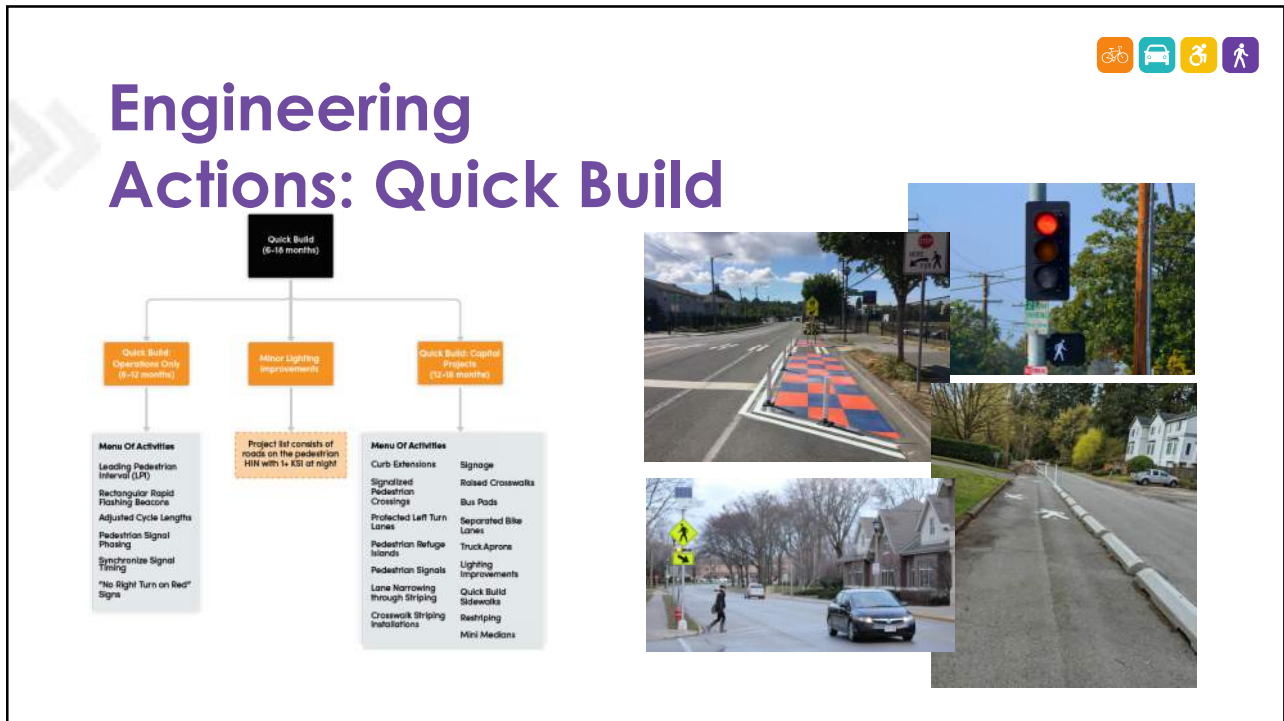
- ENGINEERING (48% or \$12.1M)**
 - Quick Build Projects (\$3M)
 - Transformative Projects (\$3.6M)
 - Capital Safety Projects (\$14.25M)
- EDUCATION + ENCOURAGEMENT (16% or \$4M)**
 - Education + Awareness Campaign (\$4M)
- EVALUATION (32% or \$8M)**
 - Fatality Police Report Review (\$800,000)
 - Asset Inventory Audit (\$75,000)
 - HRM Project Scoping + Data Collection (\$1,000,000)
 - Quick Build Scoping + Other Project Opportunities (\$660,000)
 - Vision Zero Report Card (\$35,000)
 - Bicycle + Pedestrian User Count Program (\$190,000)
 - Complete Street Design Guidelines (\$800,000)
 - Vision Zero Dashboard (\$60,000)
- ENFORCEMENT (15% or \$3.9M)**
 - Speed Feedback Signs in School Zones (\$100,000)
 - Positive De-Enforcement Strategies (\$160,000)
 - Targeted Enforcement along HRM (MNPO Funding)

The Neighborhood Traffic Calming program is managed separately from Vision Zero implementation.

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Quick Build Projects

The image displays two types of project visualizations. On the left, two aerial photographs of road intersections are shown with numerous yellow callout boxes pointing to specific infrastructure changes like crosswalks, signage, and lighting. On the right, a larger map of a city area is shown with red dots and lines indicating the locations of various quick-build projects across the urban landscape.

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Engineering Actions: Capital Projects

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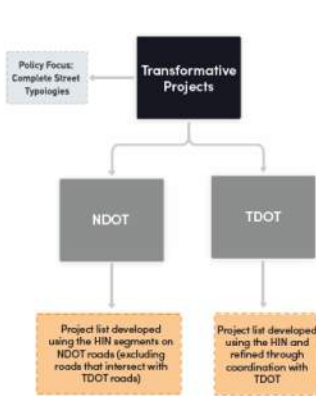
    graph TD
      CP[Capital Projects  
(18+ months)] --> AP[Advanced Pedestrian Traffic Control  
(mid-block)]
      CP --> HI[High Injury Intersection Improvements]
      CP --> NT[Neighborhood Traffic Calming]
      CP --> ML[Major Lighting Improvements]
      CP --> TA[Transit Access]

      AP --> AP_C[Project list will be developed after HN  
striping and pedestrian crossing policy  
approved]
      HI --> HI_NDOT[NDOT]
      HI --> HI_TDOT[TDOT]
      HI_NDOT --> HI_C[Projects will be ranked based by  
crash severity and budgeted  
using countermeasure unit costs  
(see page 26)]
      HI_TDOT --> HI_C
      NT --> NT_C((Projects selected based on  
public request &  
geographic equity))
      ML --> ML_C[Project list identified after  
quick build - minor lighting  
improvements are complete]
      TA --> TA_C[Project list sorted by bus  
frequency and ridership  
data (if available)]
  
```

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Engineering Actions: Transformative Projects



Typical Timeline of a Major Transformative Project

- Year 1*** Project Scoped + Conceptually Designed
- Year 2** Final Design Complete + Right-of-Way Acquisition Started
- Year 3-4** Right-of-Way Acquisition + Environmental Documentation Complete
- Year 4-6** Construction

**Vision Zero Program Funds will be allocated for this task but the rest of a Major Transformative Project cost will need to be funded outside of the Vision Zero Program using either capital, state or federal funds.*



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Capital Projects



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Evaluation Actions

- > Advisory Committee
- > Fatal Crash Investigation Team
- > Vision Zero Report Card
- > Bicycle & Pedestrian User Count
- > Complete Street Design Guidelines
- > Asset Management Data Collection
- > VZ Dashboard and Project Tracker



Education / Encouragement Actions

- > Education + Awareness Campaign
- > Equitable Engagement Playbook
- > Community-Led Vision Zero Committee
- > Safe Routes to School

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Fatal Crash Investigation






Fatal Crash Follow-up

100 Acklen Park Drive

Crash Information (Source: MNPD)

Crash Date and Time: January 16, 2022, 09:05 PM
 Report Number: 102300027
 Fatality Case Year: 2022
 Fatality Case Number: 0
 Crash Type: Vehicle-Pedestrian
 Day: Wednesday
 Time of Day: Night/Dimmed
 Pavement conditions: Wet



Description

At approximately 6:05 pm, the operator of a Toyota Tundra was turning left onto Acklen Park Drive from Hillcrest Place. As the driver was turning, the front-end of the vehicle struck a pedestrian who was crossing the street. There are no cameras at the intersection. After being hit, the pedestrian went under the truck, and the driver stopped the vehicle to attend to the victim. It was dark at the time of the collision, and the driver reported that there was poor overhead lighting at the intersection of Hillcrest Place and Acklen Park Drive. The pedestrian was transported to Vanderbilt Hospital and later passed away from injuries.

Historical Crash Summary

There were no other serious injury or fatal crashes in the area.



Desktop Review

There are no marked crosswalks across Acklen Park Drive but sidewalk on both sides of the roadway. The intersection with Hillcrest Place may be in a darker area at night due to the lighting spacing. The parking on the side of the roadway could conceal a pedestrian choosing to cross the roadway between the parked cars.

Site Visit

Notes	Completed 1/19/22
Factors/Issues discussed	There are no marked pedestrian crossings along the entire length of Acklen Park Drive. There are numerous pedestrian traffic generators along Acklen Park Drive and easy access to destinations along West End Avenue, including bus stops at the intersection of Acklen Park Drive and West End Avenue.
Field Observations	We observed streetlights along Acklen Park Drive but no lighting directly over the intersection with Hillcrest Place. There are utility poles at the intersection that could accommodate light fixtures. The street parking along Acklen Park Drive was highly oblique.

Follow-up Actions

Short-term

Install crosswalk markings, ADA ramps, and tactile warning surfaces for all three segments of the Acklen Park Drive and Hillcrest Place intersection. Install angled bulb outs with flexible delineators on the south side of Acklen Park Drive for area coverage of Acklen Park Drive.

Long-term

Install lighting or utility poles above intersection. Evaluate Acklen Park Drive for additional pedestrian crosswalk locations.

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Standard Detail Update

MINIMUM ADVANCE PLACEMENT OF PEDESTRIAN WARNING SIGNS

POSTED SPEED	WARNING SIGNS MINIMUM ADVANCE PLACEMENT DISTANCE "D"
30 MPH	50 FEET
40 MPH	100 FEET
45 MPH	150 FEET

MINIMUM ADVANCE PLACEMENT OF PEDESTRIAN WARNING SIGNS

VEHICLE ADT	VEHICLE ADT	VEHICLE ADT	VEHICLE ADT
< 4,000	4,000 - 12,000	12,000 - 15,000	> 15,000
30 MPH	35 MPH	40+ MPH	30 MPH
35 MPH	40+ MPH	30 MPH	35 MPH
40+ MPH	30 MPH	35 MPH	40+ MPH
30 MPH	35 MPH	40+ MPH	30 MPH
35 MPH	40+ MPH	30 MPH	35 MPH
40+ MPH	30 MPH	35 MPH	40+ MPH

RRFB WITH BUTTON DRAWING NO: **ST-600**

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Pedestrian Crossing Manual

CROSSWALK SITE EVALUATION GUIDELINES

How PBOT identifies locations that would benefit from crosswalk enhancements

Start here

Identify potential location for crosswalk enhancement

Is average daily traffic greater than 4,000 vehicles per day? **No** → No action recommended

Is there a traffic signal there? **Yes** → Install standard marked crosswalk and curb ramps

Is it a multi-use path or neighborhood greenway crossing? **Yes** → Enhance crosswalk (see table for design details)

Does it meet the minimum pedestrian volumes? **No** → No action recommended

Is the nearest marked or protected crossing more than 500 feet away? **Yes** → Enhance crosswalk (see table for design details)

Does it meet twice the minimum pedestrian volumes? **Yes** → Enhance crosswalk (see table for design details)

Remove obstruction, lower speed limit or consider advance or active warning* → Enhance crosswalk (see table for design details)

Is there adequate stopping sight distance? **Yes** → Enhance crosswalk (see table for design details)

Enhance crosswalk (see table for design details)

CROSSWALK DESIGN BY ROADWAY TYPE*

	VEHICLE ADT < 4,000			VEHICLE ADT 4,000 - 12,000			VEHICLE ADT 12,000 - 15,000			VEHICLE ADT > 15,000		
	30 MPH	35 MPH	40+ MPH	30 MPH	35 MPH	40+ MPH	30 MPH	35 MPH	40+ MPH	30 MPH	35 MPH	40+ MPH
RIS	Marked	Marked	Marked	Marked	Marked	Marked	Marked	Marked	Marked	Marked	Marked	Marked
ARS	Marked	Marked	Marked	Marked	Marked	Marked	Marked	Marked	Marked	Marked	Marked	Marked
AR	Marked	Marked	Marked	Marked	Marked	Marked	Marked	Marked	Marked	Marked	Marked	Marked
ARL	Marked	Marked	Marked	Marked	Marked	Marked	Marked	Marked	Marked	Marked	Marked	Marked

Legend:

- Marked crosswalk
- Marked crosswalk, island or curb extensions, enhanced signing and striping
- Marked crosswalk and enhanced (active warning islands) and rapid flashing beacons
- Marked crosswalk and pedestrian hybrid beacons, half signal or full signal

PBOT

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Enforcement Actions

- > Automated Enforcement in School Zones
- > Positive Re-Enforcement Strategies
- > Update Police Reports & Officer Training
- > Targeted Enforcement on HIN




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Closing Remarks

- > Ambassadors
 - > Partnership, Buy-In, Community Engagement
- > Engagement
 - > Quick Build vs Quick React
 - > Sub-Committees vs Full Group
 - > Vulnerable Users, Fatal Crash, Education/Encouragement, Business Planning

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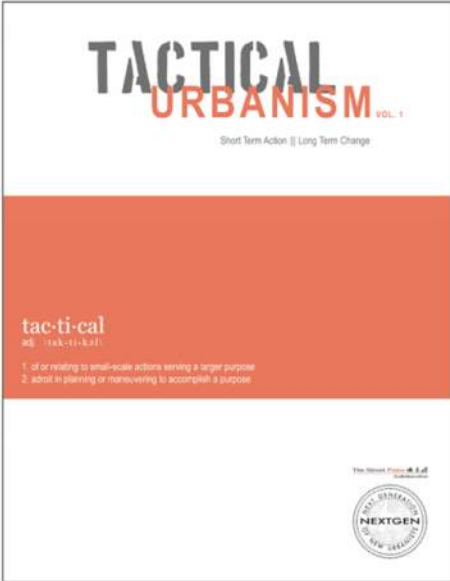


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**Nashville Vision Zero
Tactical Urbanism Guidelines**

Anna Dearman, Walking and Biking Manager
January 30, 2023

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TACTICAL URBANISM VOL. 1
Short Term Action || Long Term Change

tae-ti-cal
adj. (TAK-tee-KAL)

1. of or relating to small-scale actions serving a larger purpose
2. adj. in planning or maneuvering to accomplish a purpose

THE STREET FUTURE FUND
NEXTGEN
OF
NEW ZEALAND

Tactical Urbanism is all about action. Also known as DIY Urbanism, Planning-by-Doing, Urban Acupuncture, or Urban Prototyping, this approach refers to a city, organizational, and/or citizen-led approach to neighborhood building using **short-term, low-cost, and scalable interventions to catalyze long-term change.**

What is Tactical Urbanism?

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Traffic Calming pilot project – Belmont Hillsboro Neighborhood



Bike lane Buffer + pedestrian zone – Eastwood Neighborhood



“Triangle Triage” mural + Pedestrian safety measures – 5 Points East Nashville



Tactical Urbanism in Nashville

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- Peer City Review of Tactical Urbanism Guides Completed
- Next Step: Develop a Guide for Nashville

Case Study Overview

San Francisco, CA

Atlanta, GA

Tactical Urbanism Guidelines

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Nashville Nashville Public Works

Metropolitan Nashville Planning Department

Pilot Parklet Application

Application Steps:

1. Submit a parklet application to the Planning Department.
2. Review the application and provide feedback.
3. Submit a revised application if necessary.
4. Review the application and provide feedback.
5. Submit a final application if necessary.
6. Review the application and provide feedback.
7. Submit a final application if necessary.
8. Review the application and provide feedback.
9. Submit a final application if necessary.
10. Review the application and provide feedback.

Existing Pilot Project Applications

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NASHVILLE DEPARTMENT of TRANSPORTATION & MULTIMODAL INFRASTRUCTURE

Nashville Vision Zero Education & Encouragement

Cortnye Stone, Communications & Community Engagement
January 30, 2023

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Education & Encouragement

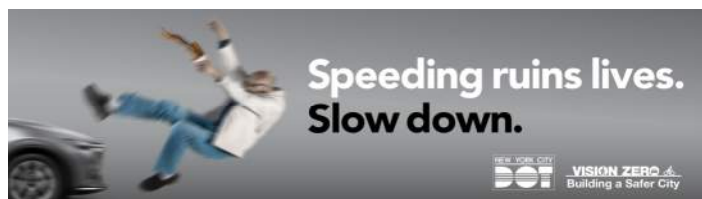
- > Vision Zero Task Force—**Hey that's you all!**
- > Vision Zero Coordinator—**in progress**
- > Comprehensive Marketing & Education Campaign—**in progress**
- > THSO Walking & Biking Safety PSA Grant—**in progress**
- > Outreach to vulnerable populations—**in progress**
- > Digital transparency and engagement tools—project tracker/dashboard/story maps—**in progress**

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Education & Encouragement cont'd...

- > **Comprehensive Marketing & Education Campaign**
 - > **Currently being solicited through Metro Procurement, with targeted launch in late Spring 2023**
 - > **Multi-lingual traditional PR strategies including program branding, digital, print & television ads, focus groups, etc**
 - > **Comprehensive targeted outreach and community education plan**
 - > **Emphasis on equitable strategies that meet people where they are**



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Education & Encouragement cont'd...



- **THSO Walking & Biking Safety Grant**
 - NDOT was awarded the \$60,000 Tennessee Highway Safety Office grant in Fall of 2022 based on our proposal to create 3-5 PSAs that address walking & biking safety in Nashville; Currently contracting a vendor with plans to produce the PSAs in Feb/March 2023.
 - Struck (Portland, OR)--
<https://www.youtube.com/watch?v=pOPfdMO9ZVw>
 - Austin--<https://www.youtube.com/watch?v=P9Kx1ZqFhZk&t=8s>

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Education & Encouragement cont'd...



- Outreach to vulnerable populations including unhoused people in Nashville
- Outreach to Metro employees, rideshare companies, delivery drivers, etc.
- Transparency & engagement tools to allow the public to track progress on VZ projects and programs.
- Story maps that document first hand accounts of traffic violence.
- Coordination with other transportation efforts in Nashville.
- If you have an idea—share it with me:
 - Cortnye.stone@nashville.gov



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**Nashville Vision Zero
Closing Remarks**

The slide features a circular inset image on the left showing the Nashville skyline, including the prominent AT&T Building, reflected in water. To the right of the image, the text 'NASHVILLE DEPARTMENT of TRANSPORTATION & MULTIMODAL INFRASTRUCTURE' is displayed in a blue, italicized font, underlined. Below this, the title 'Nashville Vision Zero Closing Remarks' is written in a bold, black font. The bottom portion of the slide is a solid dark blue horizontal bar.