MEMBERS PRESENT:

<table>
<thead>
<tr>
<th>Town of Ashland</th>
<th>Chesterfield County</th>
<th>Goochland County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nora D. Amos</td>
<td>Barbara Smith</td>
<td>x Thomas M. Coleman</td>
</tr>
<tr>
<td>Henrico County</td>
<td>City of Richmond</td>
<td>VDOT</td>
</tr>
<tr>
<td>Sharon Smidler</td>
<td>Dironna Moore Clarke</td>
<td>x Jacob Herrman (A)</td>
</tr>
<tr>
<td>Vice Chair</td>
<td>Chair</td>
<td></td>
</tr>
</tbody>
</table>

Others present:
Dan Motta............................................................................................PlanRVA
Nicole Mueller .........................................................................................PlanRVA
Chet Parsons..........................................................................................PlanRVA
Malin (Ryan) Krunz.................................................................................VDOT
Stephen Read...........................................................................................VDOT
Chuck Conran.........................................................................................VHB
Ian Hamilton.........................................................................................VHB
Eric Tang...............................................................................................VHB
Cassi Patterson......................................................................................VHB
Ian Pike....................................................................................................VHB

The technology used for this meeting was a web-hosted service created by Zoom and YouTube Live Streaming and was open and accessible for participation by members of the public. A recording of this meeting is available on the PlanRVA YouTube Channel.

CALL TO ORDER
Dironna Moore Clarke, Richmond Regional Transportation Planning Organization (RRTPO) Vision Zero Work Group Chair, presided and called the July 29, 2021 RRTPO Vision Zero Work Group meeting to order at 10:33 a.m.

ATTENDANCE ROLL CALL & CERTIFICATION OF MEETING QUORUM
Nicole Mueller, Program Coordinator, took attendance by roll call and certified that a quorum was present.

1. Consideration of Amendments to the Agenda
   There were no requested changes to the meeting agenda. Seeing and hearing no objections, the agenda was approved by acclamation as presented.

2. Approval of the May 13, 2021 Vision Zero Work Group Meeting Summary
   There were no comments or corrections to the May 13, 2021 meeting summary.

   On motion of Sharon Smidler, seconded by Jake Herrman, the RRTPO Vision Zero Work Group unanimously approved the meeting summary as presented.
3. **Open Public Comment Period**  
There were no requests to address the work group.

4. **Vision Zero Work Group Chair’s Report**  
Chair Clarke thanked everyone for attending the meeting and expressed excitement for the work completed thus far by the VHB and VDOT team and their presentation today.

5. **Regional Action Plan**  
VDOT’s on-call consultant VHB supports the work group in its mission to create a regional action plan. VHB joined this effort to track deaths and serious injuries and develop a high injury network for the region. The consultant provided a progress update on data analysis and their work towards a final report that summarizes the patterns and issues identified:

The data discussion for the RRTPO Regional Safety effort focused on the emphasis areas of interest for the region, pedestrian and bicyclist considerations, and examples of crash tree tools.

a. **Refining Emphasis Areas**
   - Fatal and Serious Injury Crashes in RRTPO area by Virginia's Strategic Highway Safety Plan (SHSP) Emphasis Area (2016-2020)
     - The following matrix chart was presented to analyze and understand the relationship between the data sets. (Data excludes Interstates and divided, controlled-access roadways).

```
<table>
<thead>
<tr>
<th>Emphasis Area</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impaired Driving</td>
<td>212</td>
</tr>
<tr>
<td>Speed</td>
<td>163</td>
</tr>
<tr>
<td>Occupant Protection</td>
<td>201</td>
</tr>
<tr>
<td>Roadway Departure</td>
<td>273</td>
</tr>
<tr>
<td>Intersections</td>
<td>353</td>
</tr>
<tr>
<td>Young Drivers</td>
<td>69</td>
</tr>
<tr>
<td>Bicycles</td>
<td>9</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>129</td>
</tr>
</tbody>
</table>
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This table allows for refinement of recommendations on emphasis areas that represent a balance of priorities and focus strategies.
• Cross-Tabulation Analysis of Crashes by Road Systems
  o Fatal and Serious Injury in RRTPO area by Road System Type (2016-2020): The following table was provided to describe the interaction between three categorical variables: roadway networks (primary, secondary roads, and other (local roadway network)).

<table>
<thead>
<tr>
<th></th>
<th>Impaired Driving</th>
<th>Speed</th>
<th>Occupant Protection</th>
<th>Roadway Departure</th>
<th>Intersections</th>
<th>Young Drivers</th>
<th>Bicycles</th>
<th>Pedestrians</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary</td>
<td>34%</td>
<td>32%</td>
<td>30%</td>
<td>28%</td>
<td>33%</td>
<td>34%</td>
<td>23%</td>
<td>32%</td>
</tr>
<tr>
<td>Secondary</td>
<td>33%</td>
<td>44%</td>
<td>37%</td>
<td>43%</td>
<td>19%</td>
<td>38%</td>
<td>9%</td>
<td>11%</td>
</tr>
<tr>
<td>Other</td>
<td>33%</td>
<td>24%</td>
<td>33%</td>
<td>29%</td>
<td>48%</td>
<td>28%</td>
<td>68%</td>
<td>56%</td>
</tr>
</tbody>
</table>

This information may assist with pinpointing where to focus resources.

• A Sample Venn Diagram showed how we can identify priority locations because multiple factors are present in crashes.

b. Pedestrian Safety Action Plan Corridor Analysis
The Pedestrian Considerations using Pedestrian Safety Action Plan (PSAP) is a statewide plan that analyzed pedestrian crashes for hot spots and identified critical corridors for targeted pedestrian improvements. Each jurisdiction in each area of the TPO is different and has its own unique safety issues. For example, an overlay of regional pedestrian crashes with the PSAP data indicated that pedestrian crashes are mostly occurring in the urban core localities.

The FHWA Crash Tree Tool allows users to generate diagrams to help you identify and select the facility types where the focus crash types most frequently occur. Examples of crash tree diagrams showed how we can break down crashes within an identified emphasis area to help determine strategies and actions. Each of the nine localities will be able to use the prepared Excel files including five years of data pre-populated from 2016 to 2020. The final report will include trees for the region as well as a couple of relevant trees for the localities in the appendices.

Next Steps:
• Provide Crash tree Tool for each locality
• Documentation into Final Report
  o Include High Injury Networks
  o Include Health Opportunity Index results
  o Regional Crash Trees
  o Highlights of predominant crash factors in each locality
  o Provide linkages to VDOT tools and resources
• All information collected over the course of this project will be synthesized and documented into a final report by the end of August 2021 and will include the various exhibits (hydrane network maps, health opportunity index results, regional crash trees, highlights of predominant crash factors in each locality), provide a narrative to explain what this regional plan is all about, how it ties
into statewide efforts, and references to the safe system approach that the public will need to understand why this approach was taken.

- A draft final report will be provided to the work group, and feedback can be provided until September 10th. The draft final report will go before the RRTPO Policy Board with a RRTPO Technical Advisory Committee recommendation.

A recording of the VHB presentation can be viewed [here](#).

6. **Vision Zero Work Group Member Comments**
   
   No comments were offered.

7. **Next Vision Zero Work Group Meeting: September 16, 2021**
   The next meeting will be held virtually on September 16, 2021 at 10 a.m.

8. **Adjournment**
   The meeting was adjourned at 11:34 a.m. on July 29, 2021.

CAP/nm