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Nashville Region's

VitalSigns®

2022

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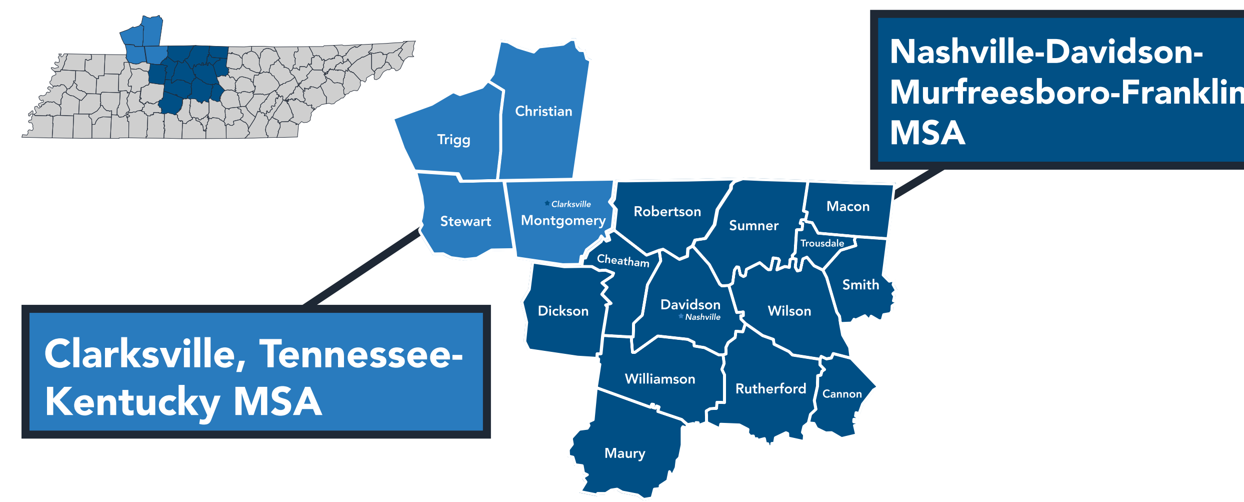
About **Nashville Region's Vital Signs**

Since 2013, Middle Tennessee leaders have turned to the Vital Signs report to understand what emerging issues will impact the region's economic well-being and quality of life. Vital Signs utilizes data from the U.S. Census and other federal sources and pairs this data with findings compiled from other respected regional sources. Vital Signs is created by the Nashville Area Chamber of Commerce, relying on the Chamber's Research Center for data collection and analysis. The Greater Nashville Regional Council (GNRC) is the Chamber's partner in creating Vital Signs.

The Chamber's leadership team published the first Nashville Region's Vital Signs in 2013, following a visit to Toronto for an annual Leadership Study Mission where delegates observed the program in action. Initially developed by Community Foundations of Canada in 2001, the Vital Signs program uses a comprehensive approach to identify and resolve key community issues while providing a detailed look at quality-of-life indicators that impact the region.

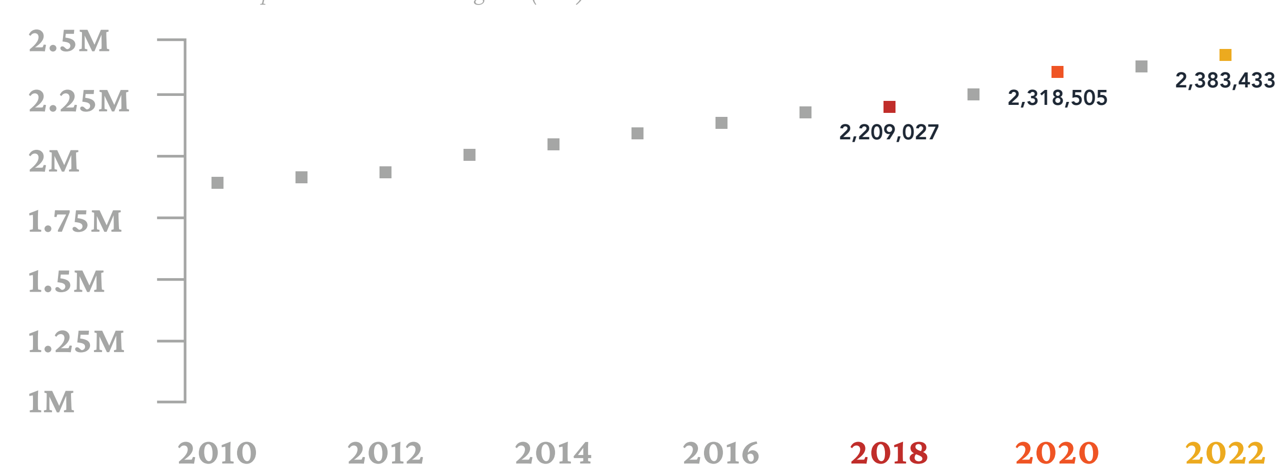
Joint **Nashville - Clarksville** MSA

Metropolitan Statistical Areas (MSAs) are geographic entities delineated by the U.S. Office of Management and Budget (OMB) with at least one urbanized area with a minimum population of 50,000. These are revised with the Decennial Census. The general concept of a metropolitan statistical area is that of a core area containing a substantial population nucleus, together with adjacent communities having a high degree of economic and social integration with that core. The Nashville MSA represents Cannon, Cheatham, Davidson, Dickson, Macon, Maury, Robertson, Rutherford, Smith, Sumner, Trousdale, Williamson, and Wilson counties. The Clarksville MSA represents Montgomery and Stewart counties in Tennessee and Christian and Trigg counties in Kentucky. Over time, both MSAs have slightly changed their geographical definition, i.e., adding and removing certain counties. For consistency, data points for all years represented reflect the geographies as defined previously. Unless otherwise noted, data presented throughout this edition of Vital Signs represents the combined Nashville and Clarksville MSAs (*either through combining both MSA's data or calculating a weighted average*).



Population Growth Joint MSAs (Millions)

Source: US Census Population Estimates Program (PEP)



Executive **Summary**

Over the past year, the Nashville and Clarksville Metropolitan Statistical Areas (MSAs) have continued their trajectory of robust and vibrant growth— a powerhouse trend that uplifts not only the Nashville-area, but the entire state of Tennessee. This growth, enriched by a rapidly increasing population and the influx of new businesses and expansions, keeps the region at the forefront of the nation's economic and cultural stages.

The 2022 Nashville Region's Vital Signs takes into account the impacts of growth in Middle Tennessee, focusing on key areas such as workforce trends, housing, transportation, and the well-being of its inhabitants. Examining these factors in both the Nashville MSA and the interconnected Clarksville MSA are integral to the findings of this report.

Together, these MSAs have spearheaded nation-leading growth in various sectors, including but not limited to healthcare, education, hospitality, military, and manufacturing. The proximity of the two MSAs creates an opportunity for increased collaboration among local governments and the business community to drive economic development.

The Nashville and Clarksville MSAs are growing rapidly, driving economic benefits for all of Tennessee and enhancing regional competitiveness nationwide. With a fast-growing population and increased economic activity, the region has gained top spots on national rankings for quality of life and employment opportunities. With this success also comes challenges that must be addressed to continue to protect what makes the region so desirable.

Workforce

In 2022, the Nashville and Clarksville MSAs have seen remarkable growth in employment opportunities across various industries. According to the BLS, the joint region's unemployment rate has decreased to under 3.2 percent, a clear indication of the thriving job market. This has been powered by rapid growth in fields such as healthcare, technology, hospitality, and manufacturing.

School systems in Middle Tennessee are working to prepare students for the high-wage, high-demand jobs of the future. The pre-K-12 pipeline is augmented by programs such as the Academies of Nashville, and post-secondary education through Tennessee Promise and Tennessee Reconnect. These programs provide educational opportunities with input from area employers, leading to post-secondary credentials aligned with today's workforce.

One challenge facing the workforce across both MSAs is the lack of affordable and convenient childcare solutions. Increasing collaboration between local governments, businesses, and childcare providers is critical in addressing this concern, ensuring that the workforce continues to grow and that opportunities are available for all residents, but additional investment is needed to ensure a thriving workforce.

Housing

As the region has grown, the demand for housing in the 10-county Middle Tennessee Region has skyrocketed. In 2022, the median home price reached $424,000, a 17 percent increase from the previous year. While this reflects the desirability of the region, it also underscores an urgent need for additional housing inventory, particularly affordable price points.

Managing the region's growth requires a focused and strategic approach to housing development. The emphasis should be on building more homes and ensuring a diverse range of options catering to different income levels. Collaboration between developers, local governments, and community organizations can create solutions that address this housing demand without losing sight of affordability and sustainability.

Transportation

The increasing popularity of Middle Tennessee has highlighted the necessity of enhancing infrastructure to accommodate the expanding population. The demand for investment in the region's transportation systems has risen, and there continues to be an interest in exploring new transportation options within the region.

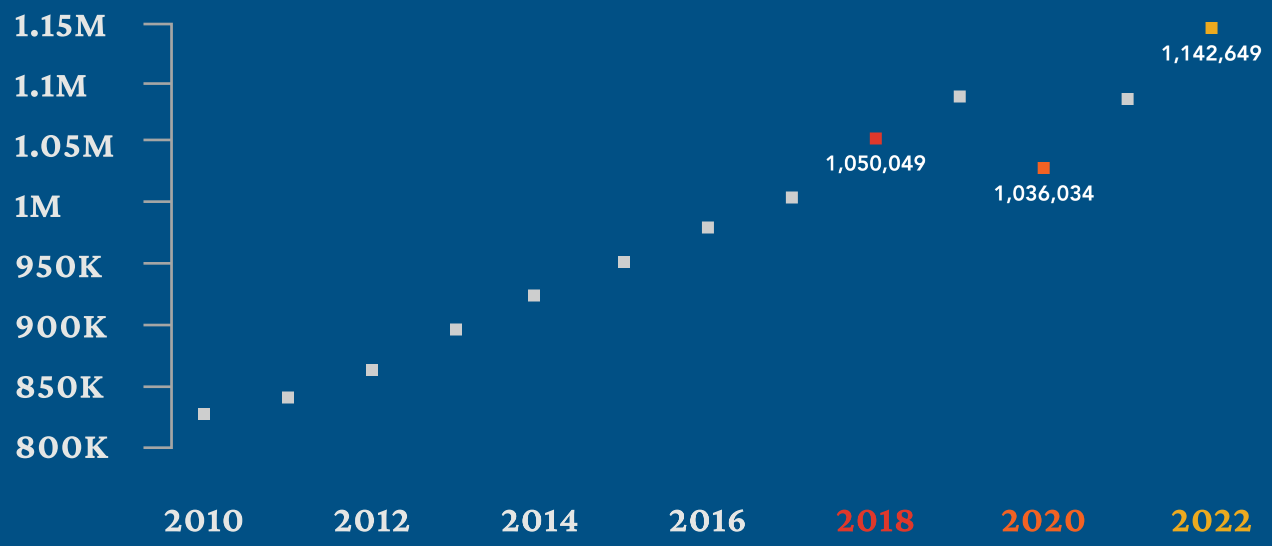
In addition to investments in the transportation network that would improve safety and mitigate congestion, an efficient and well-funded transit system would help ease the pressures on the region's roads, promote accessibility to jobs, and reduce the strain on the housing market near employment centers. Establishing a dedicated source of funding to improve the region's transit system will take coordination among all counties in Middle Tennessee, the State of Tennessee, local organizations, and the business community.

WORKFORCE

Over the past decade, the joint MSAs have demonstrated an increase in employment opportunity and economic growth. In 2022, the joint MSA's workforce flourished, driving the unemployment rate down to a nation-leading 3.2 percent. This growth stands testament to the buoyant job market that has spurred record-setting population growth, fueled by longstanding and emerging industry sectors such as healthcare, technology, hospitality, and manufacturing.

Employment Growth in Joint MSAs

Source: BLS Quarterly Census of Employment & Wages (QCEW)



Boasting an ecosystem of over 90,000 businesses, (ReferenceUSA) the joint MSAs have emerged as a premier destination for corporate relocations and expansions. Looking back a decade, the Nashville region displayed extraordinary resilience, rebounding from the Great Recession and COVID-19 pandemic with recovery rates faster than the national average.

However, nestled within this promising growth was a novel challenge: the need to rapidly attract new talent. As the region flourished, the escalating demand for skilled labor highlighted the urgent need to bolster the workforce and address the widening employment gap. Whether by attracting a new wave of talent, facilitating reskilling and upskilling programs for adult workers, or ensuring educational pathways aligned with industry evolutions, the essence of Nashville's future lies in part with addressing the workforce shortage.

Classified Industry Employment

Source: JobsEQ / Quarterly Census of Employment and Wages 2022 Q4 Annual Rolling Average

	Nashville MSA			Clarksville MSA		
	Employment	5-yr Forecast Growth Rate	Avg. Annual Wages per Worker	Employment	5-yr Forecast Growth Rate	Avg. Annual Wages per Worker
Goods Producing	162,592	6.4%	$70,933	20,057	1.3%	$60,514
Service Providing	701,197	9.5%	$71,655	58,692	7.1%	$42,538
Trade, Transportation, & Utilities	228,981	6.8%	$59,865	22,712	2.4%	$46,733
Government	48,383	3.7%	$64,216	5,323	1.5%	$60,123

The table above shows all classified industry employment in the Nashville and Clarksville MSAs broken out by Goods Producing and Service Providing supersectors with Trade, Transportation, & Utilities and Government sectors separated.

The employment landscape in the Nashville and Clarksville MSAs is characterized by a higher concentration of jobs in specific sectors than in comparable regions across the country. This highlights the range of occupational opportunities available.

Focusing on occupations that offer more than 500 employment opportunities and exceed the median occupational wage of $44,900, many often require no more than an Associate's degree. The chart below shows that over the next five years, the joint MSAs anticipate a growth rate of 10 percent or higher in these careers. Occupations like these can be viewed as low barrier-to-entry opportunities to begin work in a field with potential for growth and upward mobility. Given these dynamics, it's imperative to strategically plan for reskilling and upskilling initiatives to preserve and enhance economic mobility.

Low-Barrier-To-Entry Occupations in Joint MSAs

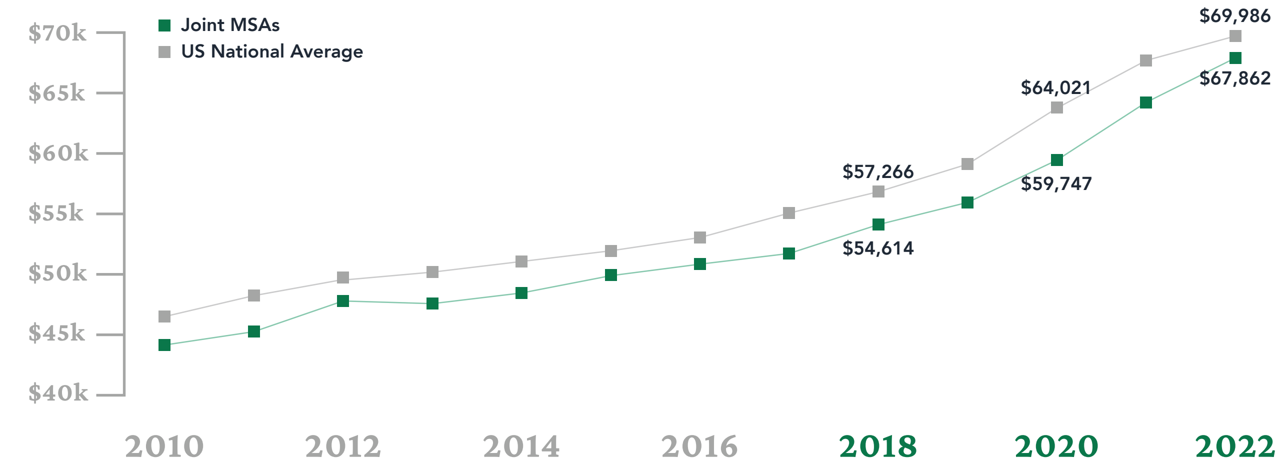
These occupations offer more than 500 employment opportunities and exceed the median wage

Source: BLS Employment Projections Program 2021

Occupation	Employment	Median Annual Wage	Growth Rate 5-yr Forecast	Typical Entry Level Education
Exercise Trainers & Group Fitness Instructors	2,217	$45,000	15.4%	High school diploma or equivalent
Lodging Managers	723	$45,300	12.9%	High school diploma or equivalent
Multiple Machine Tool Setters, Operators, & Tenders, Metal & Plastic	2,516	$46,300	10.0%	High school diploma or equivalent
Audio & Video Technicians	752	$46,900	14.2%	Postsecondary nondegree award
First-Line Supervisors of Personal Service Workers	1,070	$47,100	12.8%	High school diploma or equivalent
Food Service Managers	4,110	$50,800	12.6%	High school diploma or equivalent
Mobile Heavy Equipment Mechanics, Except Engines	833	$51,700	10.3%	High school diploma or equivalent
Massage Therapists	1,325	$52,300	18.7%	High school diploma or equivalent
Paralegals & Legal Assistants	2,425	$53,500	12.6%	Associate's degree
Maintenance Workers, Machinery	1,348	$59,800	10.6%	High school diploma or equivalent
Chefs & Head Cooks	1,330	$61,600	14.4%	High school diploma or equivalent
Industrial Machinery Mechanics	2,783	$63,700	14.5%	High school diploma or equivalent
Physical Therapist Assistants	757	$65,400	17.7%	Associate's degree
Respiratory Therapists	1,377	$65,900	12.7%	Associate's degree
Dental Hygienists	1,618	$80,000	10.2%	Associate's degree
Diagnostic Medical Sonographers	747	$81,100	11.3%	Associate's degree
Transportation, Storage, & Distribution Managers	1,678	$99,400	10.0%	High school diploma or equivalent

Annual Wages in Joint MSAs

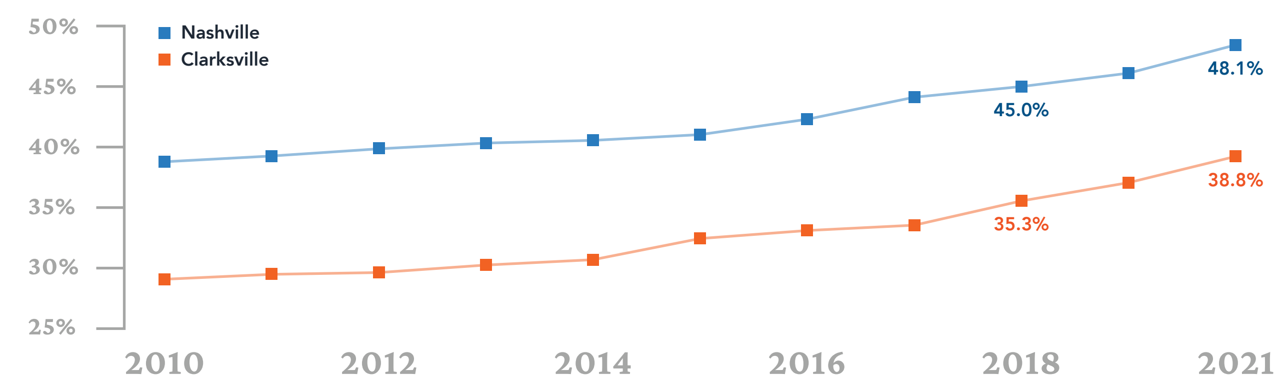
Source: QCEW average annual wages



Integral to this are the region's pre-K-12 and higher education systems, reinforced by initiatives like the Academies of Nashville, Tennessee Promise, and Tennessee Reconnect. These programs, in partnership with regional employers, present educational opportunities to Middle Tennesseans that lead to post-secondary credentials— further priming our community for the jobs of the future.

Educational Attainment, Adults 25 - 64

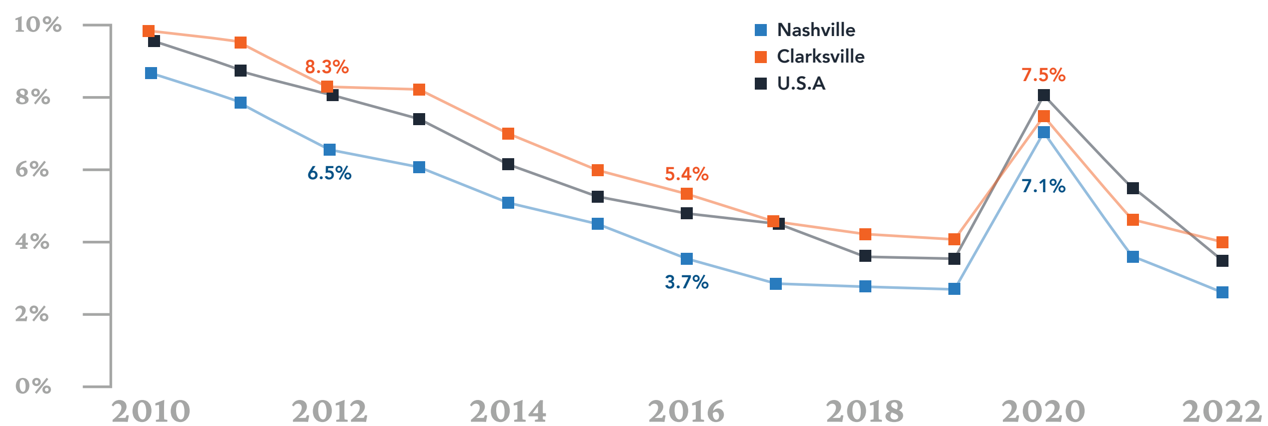
*Source: Lumina Foundation - Adults 25-64 with graduate or professional degrees, bachelor's degrees, associate degrees, certificates, industry-recognized certificates. **Data for 2020 is unavailable**. The latest available data is 2021.*



Notably, even with COVID-19's 2020 unemployment surge, the labor force participation rate in Middle Tennessee remained relatively stable over the past years. This trend, coupled with decreasing unemployment rates, signals an underlying concern: a significant segment of eligible workers remains unaccounted for in the labor force. For some, extended unsuccessful job pursuits have resulted in despondency, halting their active job search. For others, external hindrances like inaccessible childcare stand as formidable barriers to workforce reintegration.

Unemployment Rate

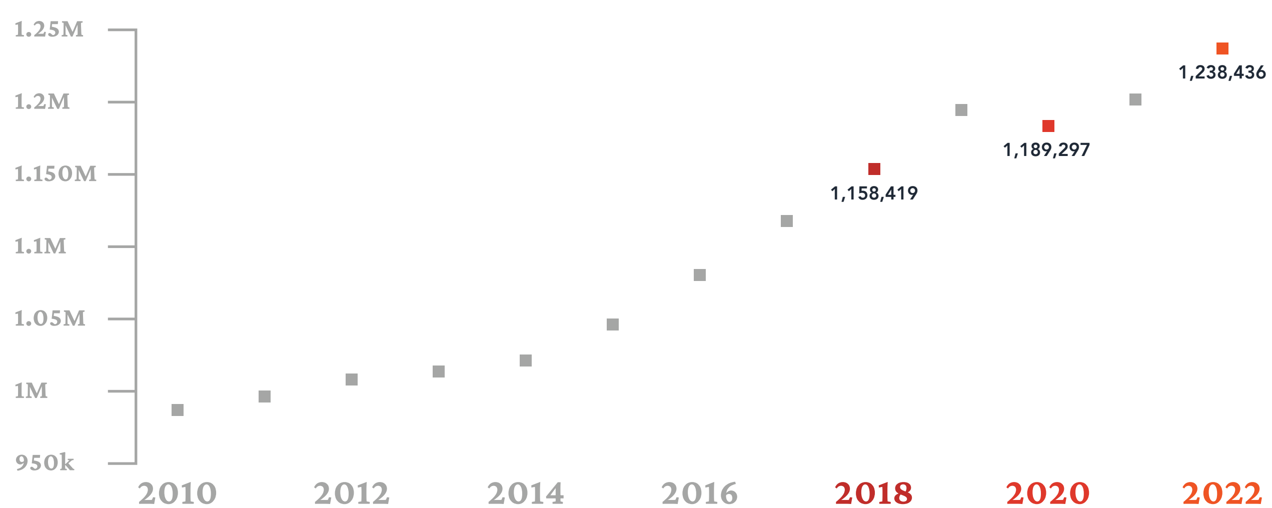
Source: BLS Local Area Unemployment Statistics (LAUS)



While the regional unemployment rate has declined, the labor force participation rate has remained consistent. This is due to people not being counted in the labor force for various reasons, ranging from external hindrances like inaccessible childcare to job despondency.

Labor Force Participation in Joint MSAs

Source: BLS Quarterly Census of Employment & Wages (QCEW)



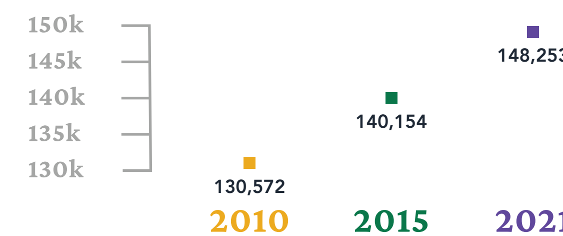
While demographic trends point towards smaller family sizes in the region, there continues to be an amplified demand for childcare that bears significant implications, especially for women re-joining the workforce, as evidenced by the fact that women's labor force participation rate has not returned to pre-Covid levels (BLS). Mothers of younger children remained less likely to participate in the labor force than mothers with older children. In 2022, 67.9 percent of mothers with children under age 6 participated in the labor force compared with 76.7 percent of mothers whose youngest child was age 6 to 17. By contrast, fathers with children under age 6 were more likely to participate in the labor force than those whose youngest child was age 6 to 17 -- 94.4 percent versus 91.8 percent (2022 CPS Current Population Survey). Collaborative efforts involving local governments, businesses, and childcare providers are vital in addressing this predicament, guaranteeing consistent workforce expansion and ensuring opportunities are within reach for all residents.

Despite regional trends pointing to smaller families, the demand for childcare has surged due to persistent migrations to the region, the low number of facilities proportionate to children, and challenges in the childcare workforce.

Children Under 5 in Joint MSAs

In 2021, 7 percent of children in the joint MSAs were under 5 years of age

Source: Census ACS 5 year estimates; Note: 2010 reflects 2006-2010 5 year estimates, 2015 reflects 2011-2015, and 2021 reflects 2017-2021



Over 65 percent of children under 5 in the region as a whole need childcare, and the region has a deficit of licensed childcare slots for children younger than school-aged. There are approximately 4,700 children under 5 in the region that need childcare and do not have a licensed spot.

Licensed Childcare Capacity Deficits in Joint MSAs

Source: TN Department of Health and Human Services, TN Department of Education, US Census Bureau American Community Survey 2017-2021 5-Year Estimates, JobsEQ

County	Capacity of Licensed Childcare Facilities Serving Children Under 5	Number of Children Under 5	% of Children Needing Childcare	Childcare Workers	Median Annual Wage of Childcare Workers
Cannon	164	789	68.9%	21	$21,500
Cheatham	1,181	2,250	-	63	$24,900
Davidson	28,570	46,175	10.8%	2,271	$28,900
Dickson	1,328	3,168	38.2%	70	$23,500
Macon	498	1,736	62.4%	47	$22,900
Maury	2,724	6,532	40.5%	213	$24,400
Montgomery	8,738	17,649	10.1%	650	$24,200
Robertson	2,237	4,456	13.4%	143	$24,700
Rutherford	12,710	21,410	7.6%	760	$25,800
Smith	380	1,120	48.7%	32	$22,900
Stewart	261	807	49.9%	11	$24,300
Sumner	6,453	11,438	12.4%	446	$25,400
Trousdale	272	720	31.8%	15	$22,500
Williamson	13,174	13,877	-	1,070	$28,900
Wilson	6,445	8,587	-	317	$25,400
Total Region	**85,135**	**140,714**	**6.6%**	**6,129**	**$27,100**

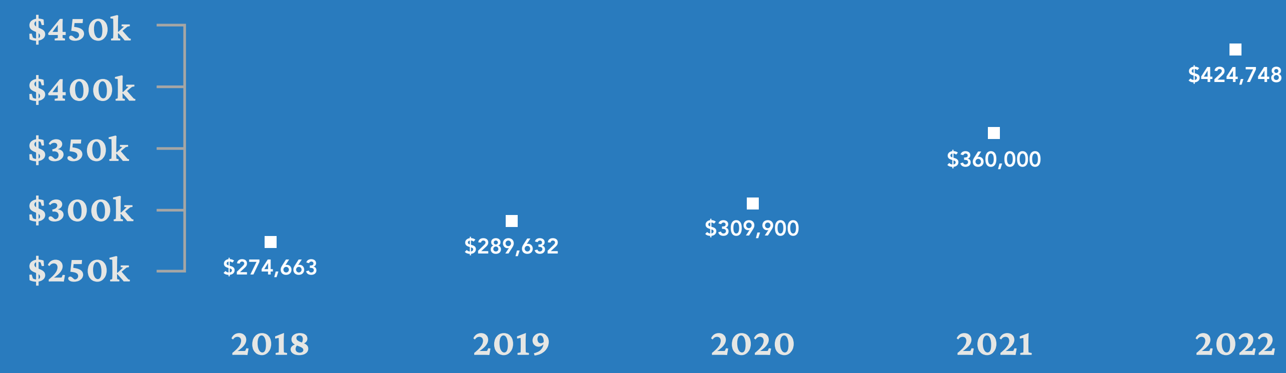
NOTE: Not all children will receive childcare in their county of residence. Where the share of children under 5 needing childcare without a spot is listed as: -, this indicates that this geography hypothetically has enough licensed slots for children under 5. This assumes a fully staffed childcare facility. Data assumes centers are fully staffed and can take full capacity; all capacity registered to accept children below 5; omits two-parent households with only one working parent. As childcare data is available for Tennessee counties, this data is presented for the Nashville/Clarksville MSA counties located in Tennessee, and the "Total Region" reflects this.

HOUSING

Over the past decade, Middle Tennessee maintained a unique balance between increasing population growth and sustaining housing affordability, presenting a distinct advantage over rapidly growing metros like Austin, Charlotte, and Raleigh. This affordability narrative, however, began to shift with time. As the region, attracting a wave of newcomers, finds itself wrestling with escalating housing demands, the housing supply is struggling to keep pace. This divergence not only triggered a surge in housing prices but also marked the onset of another rapidly emerging trend: the gradual disappearance of income-aligned housing.

Median Home Price in Joint MSAs

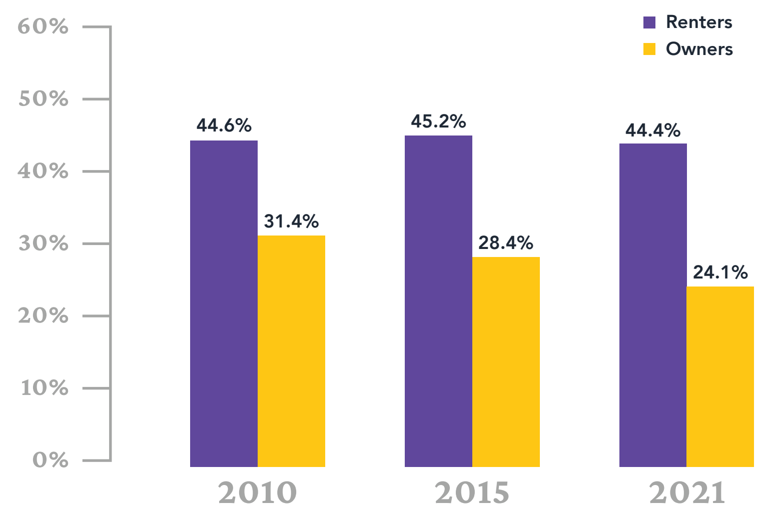
Source: RealTracs: Region covers Cheatham, Davidson, Dickson, Maury, Montgomery, Robertson, Rutherford, Sumner, Williamson, and Wilson Counties.



While home prices in the 10-county Nashville region are up by 55 percent since 2018, wage growth lagged, registering a 24 percent increase for the same geography (BLS QCEW - Quarterly Census of Employment & Wages). In 2022 alone, the median home price in the 10-county Nashville region soared to $424,000, reflecting a 17 percent spike from the previous year. The most significant increase, 71 percent, occurred in Williamson and Montgomery Counties. Williamson saw the largest nominal increase of $345,877. This disproportionate growth reverberates across the region, impacting a vast swath of Middle Tennesseans across various income brackets. An increasing number of homeowners and renters, burdened by these shifts, find themselves allocating a significant portion of their incomes to housing.

Cost Burdened in Joint MSAs

Source: ACS 5 Year Estimates. Percentages are weighted averages of those spending 30 percent or more of income on housing. The latest available data is 2021. Note: 2010 reflects 2006-2010 5 year estimates, 2015 reflects 2011-2015, and 2021 reflects 2017-2021



Development pressures in vulnerable communities can lead to displacement unless policies are in place to protect residents. Rental neighborhoods are most vulnerable because the market is commanding higher rents in areas that may already struggle to make ends meet. The domino effect is evident: in the quest for affordable housing, many residents are compelled to relocate farther from Nashville's core.

According to the National Association of Realtors, six months of supply is associated with moderate price appreciation, and a lower level of months' supply tends to push prices up more rapidly. However, Middle Tennessee averaged less than 2.5 months of supply in 2022, and the preceding five years. Historically, six months of supply is associated with moderate price appreciation, and a lower level of months' supply tends to push prices up more rapidly.

Housing Indicators for 10-County Middle Tennessee Region

Source: 2022 RealTracs Annual Report

County	Median Home Price 2018	2019	2020	2021	2022	Since 2018	Months of Supply	Days on Market	% of Listing Price Received
Cheatham	$229,900	$245,000	$262,230	$330,000	$370,000	61%	3.1	19	99.6%
Davidson	$289,000	$301,000	$329,900	$380,000	$450,000	56%	2.3	12	101.1%
Dickson	$215,000	$224,900	$245,000	$290,000	$349,900	63%	3.1	18	99.6%
Maury	$242,000	$264,945	$274,925	$327,570	$401,364	66%	2.2	14	100.2%
Montgomery	$180,000	$200,000	$225,000	$265,000	$307,500	71%	2.2	18	100.6%
Robertson	$219,900	$233,500	$265,000	$325,000	$373,390	70%	2.5	16	99.6%
Rutherford	$249,900	$270,000	$290,000	$345,670	$420,000	68%	2.1	2	100.8%
Sumner	$276,968	$289,900	$317,880	$367,997	$426,900	54%	2.1	15	100.2%
Williamson	$484,123	$509,000	$549,611	$675,000	$830,000	71%	2.5	13	101.3%
Wilson	$315,000	$331,890	$351,470	$405,000	$440,000	40%	2.0	11	100.3%
Regional	**$274,663**	**$289,632**	**$309,900**	**$360,000**	**$424,748**	**55%**	**2.4**	**14**	**100.7%**

This housing issue is deeply intertwined with workforce challenges. As individuals relocate further from employment hubs in pursuit of income-aligned housing, they grapple with extended commutes or, in more extreme cases, find themselves entirely distanced from job markets. Challenges like the lack of proximate childcare or the financial strain of residing closer to job centers further compound these issues.

As the region grows, the need for a strategic housing approach becomes more evident. The focus must extend beyond merely constructing more homes and must contain a spectrum of options catering to diverse income brackets and lifestyles. Collaborative endeavors between developers, local governments, and community entities can craft solutions that meet growing housing demands while maintaining affordability and sustainability.

TRANSPORTATION

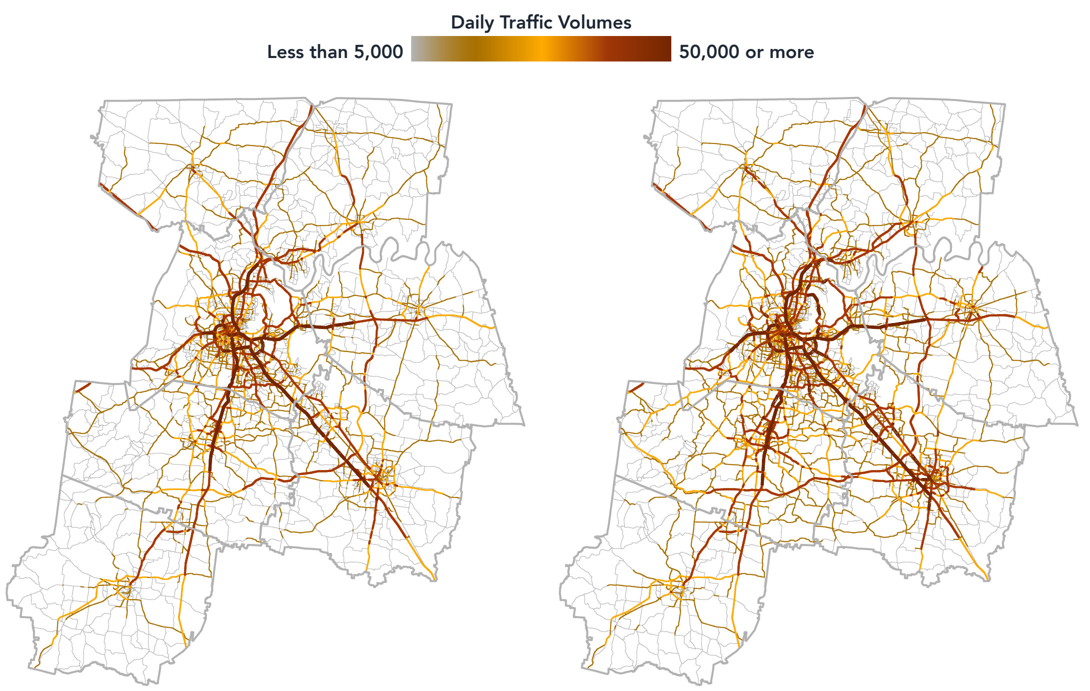
The rise in Middle Tennessee's prominence in recent years has illuminated the need to invest in the infrastructure that supports its expanding population. The call for enhancing the transportation network has grown significantly, accompanied by increasing support for innovative solutions and improved transit service.

Frequently, traffic congestion emerges as one of the tangible indicators of economic well-being, fueled by the influx of commuters traveling to their jobs, schools, and entertainment. As the population has grown, the region has experienced higher traffic levels and amplified pressure on the current transportation system. As a result, the duration of congestion has increased and the reliability of travel times have worsened in recent years.

In the future, the region will need to move people more efficiently than driving alone. According to Transportation for America's The Congestion Con report, the region has added freeways faster than the population has grown but has not prevented congestion. Over the last 25 years, the Nashville urbanized area has increased freeway lane miles by 107 percent, and population by 101 percent yet increased annual hours of delay by 329 percent. Transit solutions and safe access to active transportation are necessary in order to maintain mobility across the region and access to economic opportunities.

Vehicle Volumes on Major Roadways, Current & 2045

Source: GNRC Regional Travel Demand Model



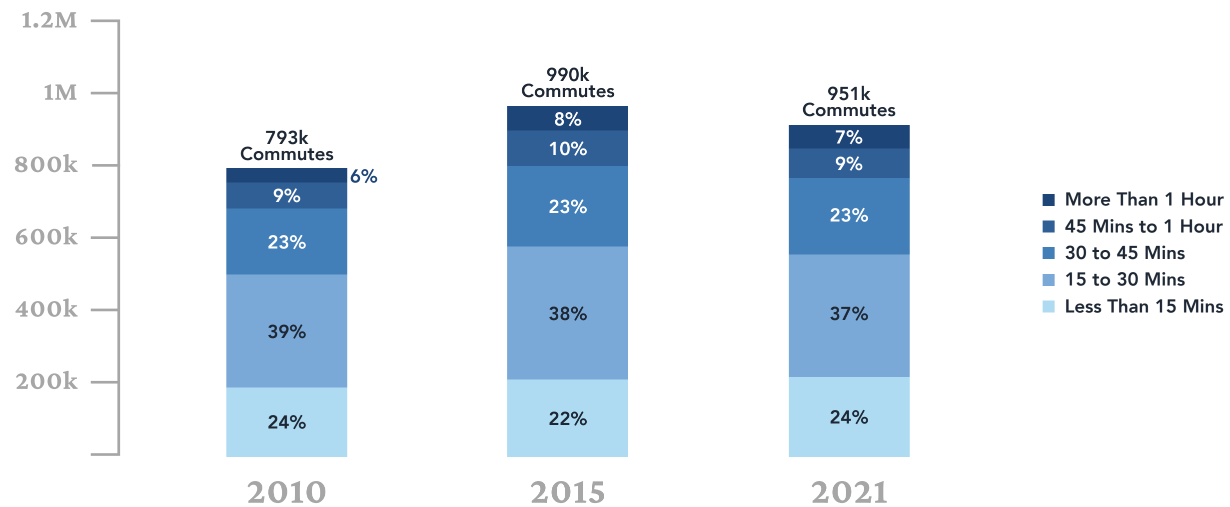
Current Total Volume **2045 Total Volume**

Increase in Commute Times of 45 Minutes or More

Traffic congestion can have significant impacts to quality of life, including longer travel times for commuters. The number of commuters in the region who have commutes of 45 minutes or more increased by 32k people between 2010 and 2021.

Daily Work Commutes by Travel Time

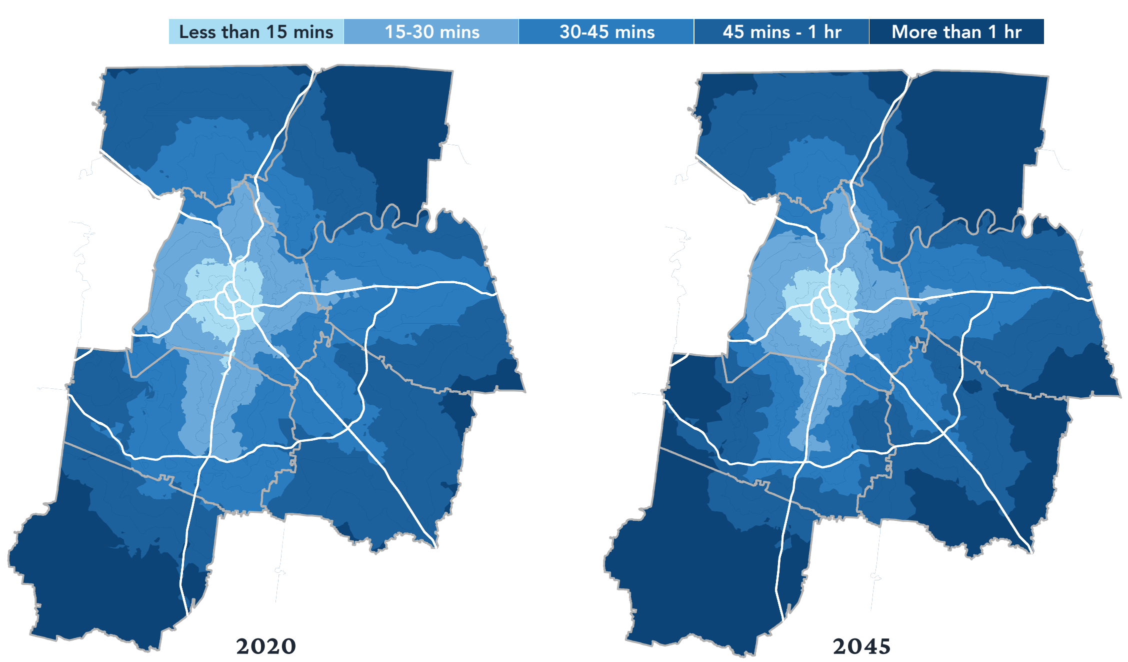
Source: US Census ACS 1-year estimates.



According to the GNRC's travel demand model, the amount of travel on congested roadways is expected to increase by 103% between 2020 and 2045. The typical work commute time in the Nashville metropolitan area is expected to increase by 12% during that time frame.

The Future Morning Commute - 2020 vs 2045

Source: GNRC Regional Travel Demand Model



Cross-County Commuting

A significant reason for the long commutes across the region is that many Middle Tennesseans work in a different county than they live. This cross-county travel plays a role in determining the roadway volumes and levels of congestion that drivers experience daily.

County to County Commuting

Percentage of workers traveling between counties

Source: Replica (Spring 2023)

Home County \ Work County	Cannon	Cheatham	Davidson	Dickson	Macon	Maury	Montgomery	Robertson	Rutherford	Smith	Stewart	Sumner	Trousdale	Williamson	Wilson	Other
Cannon	38%		6%			<1%			40%					1%	2%	11%
Cheatham		33%	49%	1%		<1%	4%	6%	<1%			2%		5%	1%	<1%
Davidson	<1%	<1%	83%	<1%	<1%	<1%	<1%	<1%	4%	<1%		2%	<1%	8%	1%	1%
Dickson		2%	19%	62%		<1%	4%	<1%	1%		<1%	<1%		8%	<1%	3%
Macon			4%		57%	<1%		5%	<1%	<1%		15%	5%	<1%	10%	3%
Maury			9%	<1%		63%		<1%	3%			<1%		21%	<1%	3%
Montgomery		2%	7%	1%			67%	3%	<1%		1%	<1%		1%	<1%	18%
Robertson		1%	31%	<1%			4%	48%	1%		<1%	10%		2%	1%	2%
Rutherford	<1%	<1%	20%	<1%		0%	<1%	<1%	69%			<1%	<1%	6%	2%	3%
Smith	<1%	<1%	11%		2%	0%	<1%	<1%	4%	41%		1%	3%	1%	31%	4%
Stewart		<1%	1%	1%			44%				40%					13%
Sumner		<1%	27%	<1%	<1%	<1%	<1%	4%	2%			59%	<1%	3%	3%	2%
Trousdale			10%		3%				3%	<1%		7%	45%	1%	30%	1%
Williamson		<1%	31%	<1%		5%	<1%	<1%	5%			<1%		57%	<1%	1%
Wilson	<1%	<1%	40%		<1%		<1%	<1%	6%	<1%		3%	<1%	3%	47%	1%
Other	1%	1%	18%	9%	1%	18%	10%	3%	19%	1%	2%	3%	<1%	11%	4%	

Davidson County is the most significant draw for regional commuters. However, reverse commuting and suburban-to-suburban commuting is becoming increasingly common as major employment centers emerge in adjacent counties.

36% of joint MSA commuters travel outside their home county for work. That number increases to 75% for commuters who live outside of Davidson County.

To provide the Tennessee Department of Transportation with additional tools to tackle congestion challenges across the state, the Transportation Modernization Act was proposed by Gov. Bill Lee. The legislation passed in 2023, enabling the state to use new project delivery methods and generate additional revenue for transportation improvements.

Middle Tennessee is one of the few major metro regions in the United States without dedicated funding for transit. Dedicated funding ensures a steady stream of income that supports a transit system's operations and generates matching funds that increase the chances of securing state and federal grants. Today, funding allocations for WeGo Public Transit competes with education, public safety, and other public services supported by Metro Nashville's general funds. As an example of this challenge, in 2019, the WeGo Public Transit agency experienced an $8.7 million budget shortfall, causing the elimination of numerous bus routes and increased fares. In FY2022, the Metro Government's subsidy was increased, restoring $22.8 million in WeGo's subsidy funding plus inflation.

WeGo has the second lowest annual operating budget compared to peer cities per capita. Currently, operational needs rely heavily on the local contribution from Metro Government at roughly 60 percent of its funding.

Peer Region Transit Funding

Source: 2021 National Transit Database

Geography	Total Per Capita	Fares	Other Funding	Local	State	Federal	Farebox
Denver	$744.40	$97.05	$348.18	$0.15	$0.00	$299.02	13%
Dallas	$709.48	$88.42	$0.00	$470.67	$0.18	$150.21	12.50%
Atlanta	$647.45	$64.61	$302.34	$0.00	$0.00	$280.50	10.00%
Austin	$340.36	$0.00	$291.77	$0.70	$0.00	$47.89	0.00%
Charlotte	$172.58	$10.49	$0.00	$122.26	$1.00	$38.83	6.10%
Nashville	$96.32	$16.23	$0.00	$29.51	$7.09	$43.49	16.90%
Tampa	$91.95	$8.20	$0.00	$38.04	$6.74	$38.97	8.90%

Roadway safety is a vital aspect of transportation because people should be able to get from point A to point B safely. According to the Greater Nashville Regional Council, between 2018 and 2022 there were 224 pedestrian fatalities and 513 pedestrian-related serious injuries, and roadway safety continues to be an issue for pedestrians today. Pedestrians and bicyclists account for 20 percent of all fatalities despite representing less than 4 percent of all trips.

Safety Statistics, 2022

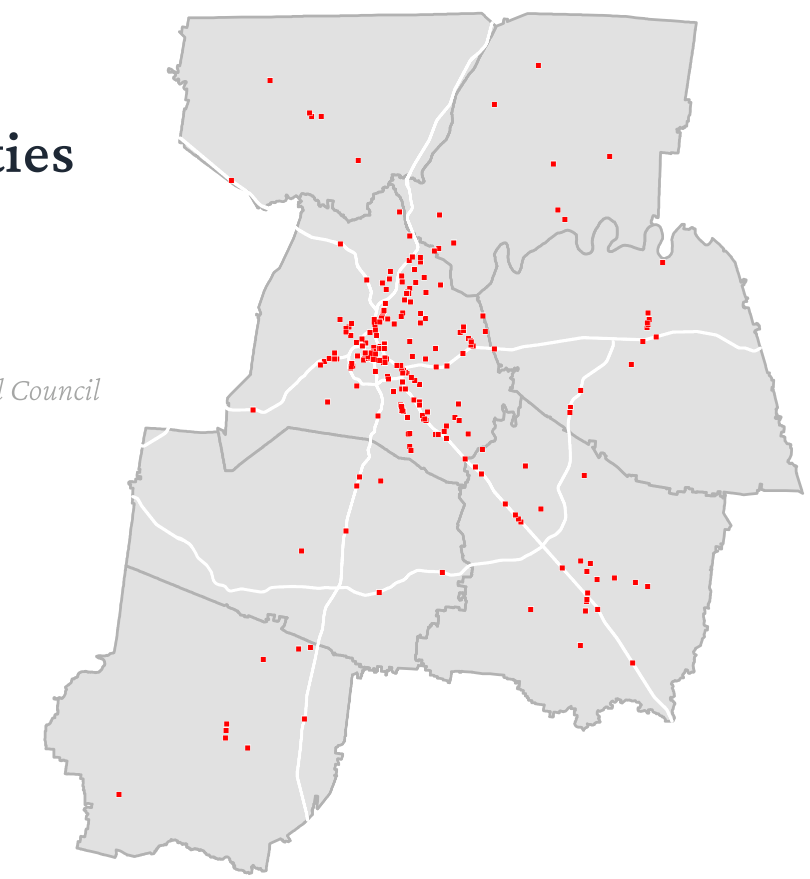
Source: TITAN Database

- ***1 crash every 10 mins***
- ***5 roadway fatalities per week***
- ***4 serious injuries every day***

Pedestrians make up less than one percent of the total number of crashes in the region. However, when pedestrians are involved in accidents, they suffer a disproportionate impact. It is crucial to prioritize investments in safety measures for pedestrians, in addition to addressing congestion issues.

Pedestrian Fatalities Resulting from a Vehicular Crash, 2018 - 2022

Source: Greater Nashville Regional Council



NASHVILLE AREA CHAMBER OF COMMERCE

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