



***NASHVILLE DEPARTMENT of TRANSPORTATION  
& MULTIMODAL INFRASTRUCTURE***

## **VISION ZERO ADVISORY COMMITTEE**

### **Minutes**

**May 13, 2025**

**5:00 PM to 7:00 PM**

**Sonny West Conference Center, Howard Office Bldg  
700 2nd Ave S, Nashville, TN 37210**

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#### **Committee Overview**

This 15-member group serves to increase collaboration and ensures effective implementation of Nashville's Vision Zero plan. The committee meets in-person monthly and acts as a guide to assist NDOT and others in eliminating fatal and serious injury crashes in Nashville.

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#### **Notice to Public**

Agendas are posted online before each meeting at

<https://www.nashville.gov/departments/transportation/plans-and-programs/vision-zero/advisory-committee>

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#### **Speaking to the Committee**

Anyone can speak before the committee during a public hearing. An NDOT staff member presents each item, followed by public comment period, then committee discussion. Community members are asked to speak for two minutes each, at the discretion of the chair, and direct their comments to the committee.



## - MINUTES -

### VISION ZERO ADVISORY COMMITTEE

1) **Call to Order:** The meeting was called to order by Chair Robison at 5:04

2) **Roll Call**

**Present:** Dylan Ringel, Wesley Smith, Charles Weingartner, Sam Warlick, Robin Lovett-Owen, Hannah Sasscer, Chris Bowe, Peter Robison, Lindsey Ganson, Olivia Ranseen, Jeremiah Wooten

**Absent:** Landon Clark, Kim Ayers, Ryan Renfro, Stephanie Owens, Austin Fernandez

**Staff Present:** Diana Alarcon, Valeria Martinez, Anna Dearman, Robyn Strain, Piro Meleby

3) **Approval of April Meeting Minutes**

Motion to approve April's meeting minutes by Ms. Sasscer, seconded by Chair Robison, and the minutes were approved unanimously.

4) **Public Comments**

- Kathryn McDonnell, chair BPAC
  - Anger and frustration, terror and suffering given the traffic stops.
  - Feels like there's no voice at the state or federal level.
  - Decision makers prioritize business and lobbyists over residents.
  - East Bank should be a walkable neighborhood, but a 6-lane road has been approved through the new neighborhood.
  - Where is leadership to do the right thing?
  - How is this consistent with Vision Zero?

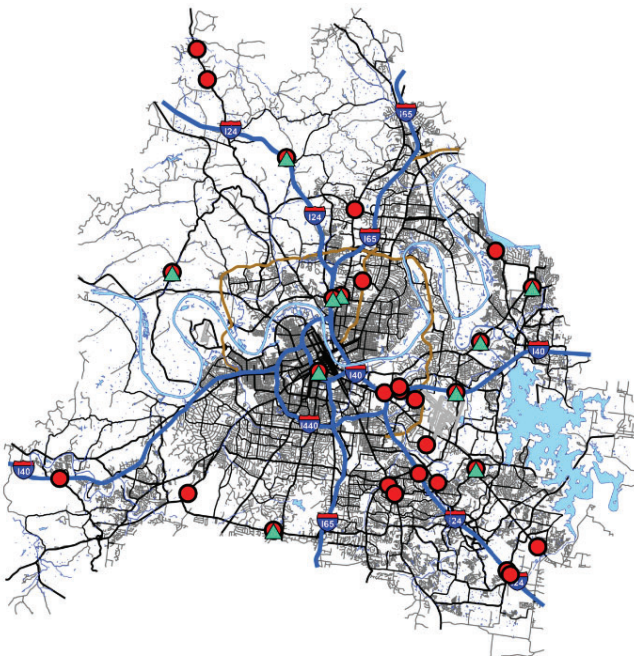
5) **Fatal Crash Statistics Update- PAlro Meleby**

#### Street Centerlines

#### Class

- Interstate
- Freeway
- Ramp

- Major Road
- Minor Road
- Local
- Alley
- 2025
- ▲ April 2025





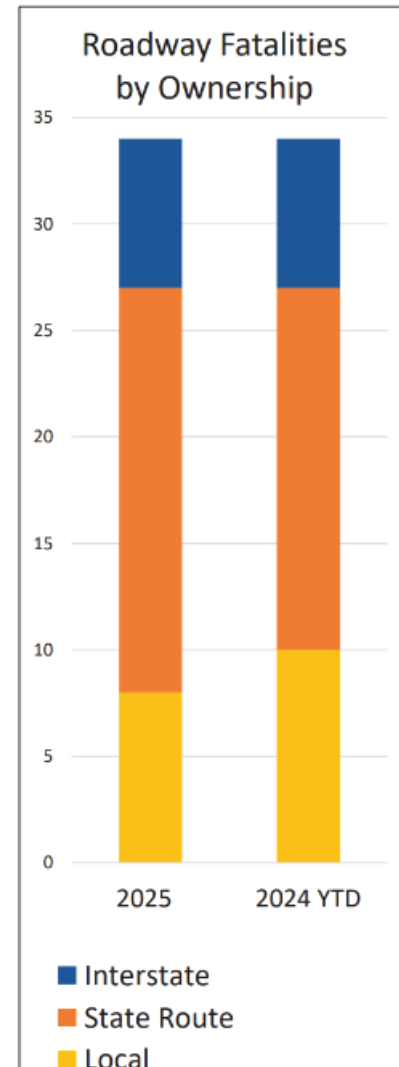
## - MINUTES -

### VISION ZERO ADVISORY COMMITTEE

#### 2025 Roadway Fatalities

| By Ownership | 2025      | 2024 YTD  | Change (%) | April     |
|--------------|-----------|-----------|------------|-----------|
| Interstate   | 7         | 7         | 0%         | 1         |
| State Route  | 19        | 17        | 12%        | 7         |
| Local        | 8         | 10        | -20%       | 3         |
| <b>Total</b> | <b>34</b> | <b>34</b> | <b>0%</b>  | <b>11</b> |

| NDOT (Local + State Route) |                | 2025 | 2024 YTD | Change (%) | April |
|----------------------------|----------------|------|----------|------------|-------|
| Multi-Vehicle              |                | 12   | 16       | -25%       | 6     |
| Pedestrian                 |                | 3    | 9        | -67%       | 1     |
| Bicycle                    |                | 1    | 0        | #DIV/0!    | 0     |
| Single Vehicle             |                | 11   | 2        | 450%       | 3     |
| Motorcycle                 | Single Vehicle | 1    | 1        | 0%         | 0     |
|                            | Multi-Vehicle  | 4    | 2        | 100%       | 0     |
| Total                      |                | 27   | 27       | 0%         | 10    |



Mr. Bowe commented that attention is needed at the intersection of Murfreesboro and Una.

#### 6) Communications- Subcommittee reports deferred until the next meeting

#### 7) Administrator Updates: Director Alarcon (NDOT Director)

Director Alarcon presented the budget for FY 2025-2026. Highlights:

Five-year Strategic Plan focusing on Safe Neighborhoods, Customer Service, and People and Culture

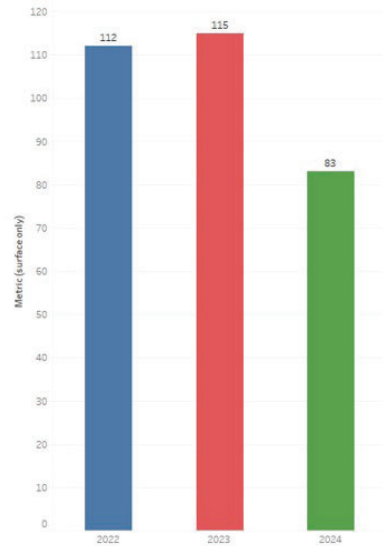
*The most important key indicators are:*



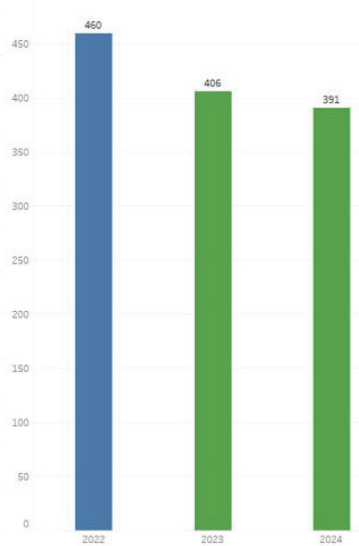
## - MINUTES -

### VISION ZERO ADVISORY COMMITTEE

Reduce the number of fatalities in Metro Davidson County by 5% annually



Reduce the number of serious injury crashes in Metro Davidson County by 5% annually



#### *FY 2025 highlights:*

1. Nashville's First Traffic Management Center opened in October 2024 and allows NDOT to manage real-time traffic conditions across the county
2. As a result of the LED Streetlight Conversion in partnership with NES, Dickerson Pike saw a 100% reduction in pedestrian fatalities from Feb 2024 through Feb 2025
3. NDOT crews completed the installation of 15 school zone safety enhancement projects, with the goal of standardizing striping and signage in all Nashville school zones within the next 5 years



## - MINUTES -

### VISION ZERO ADVISORY COMMITTEE

*The Budget at a Glance:*

## The Budget (25-26)

### 42 Nashville Department of Transportation - At A Glance

|                                                                                                                                                                                                                  |                                 |                     |                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|---------------------|---------------------|
| <b>Mission</b> The Nashville Department of Transportation & Multimodal Infrastructure builds and manages a safe, reliable network which elevates the quality of life and promotes prosperity in Davidson County. |                                 |                     |                     |
| <b>Budget Summary</b>                                                                                                                                                                                            |                                 |                     |                     |
|                                                                                                                                                                                                                  | <b>2023-24</b>                  | <b>2024-25</b>      | <b>2025-26</b>      |
| <b>Expenditures and Transfers:</b>                                                                                                                                                                               |                                 |                     |                     |
| GSD General Fund                                                                                                                                                                                                 | \$55,242,700                    | \$55,972,900        | \$62,257,400        |
| USD General Fund                                                                                                                                                                                                 | 11,194,500                      | 11,156,000          | 9,034,400           |
| Special Purpose Fund                                                                                                                                                                                             | 11,983,800                      | 13,675,700          | 14,176,200          |
| Choose How You Move                                                                                                                                                                                              | 0                               | 196,000             | 3,053,400           |
| <b>Total Expenditures and Transfers</b>                                                                                                                                                                          | <b>\$78,421,000</b>             | <b>\$81,000,600</b> | <b>\$88,521,400</b> |
| <b>Revenue and Transfers:</b>                                                                                                                                                                                    |                                 |                     |                     |
| Program Revenue                                                                                                                                                                                                  |                                 |                     |                     |
| Charges, Commissions, and Fees                                                                                                                                                                                   | \$12,129,300                    | \$12,980,800        | \$15,734,100        |
| Other Governments and Agencies                                                                                                                                                                                   | 1,227,800                       | 1,516,700           | 1,536,000           |
| Other Program Revenue                                                                                                                                                                                            | 122,300                         | 129,800             | 255,900             |
| <b>Total Program Revenue</b>                                                                                                                                                                                     | <b>\$13,479,400</b>             | <b>\$14,627,300</b> | <b>\$17,526,000</b> |
| Non-Program Revenue                                                                                                                                                                                              | \$8,046,000                     | \$8,555,300         | \$10,813,000        |
| Transfers from Other Funds and Units                                                                                                                                                                             | 0                               | 0                   | 0                   |
| <b>Total Revenue and Transfers</b>                                                                                                                                                                               | <b>\$21,525,400</b>             | <b>\$23,182,600</b> | <b>\$28,339,000</b> |
| <b>Expenditures per Capita</b>                                                                                                                                                                                   | <b>\$109.06</b>                 | <b>\$111.04</b>     | <b>\$119.86</b>     |
| <b>Position</b>                                                                                                                                                                                                  | <b>Total Budgeted Positions</b> |                     |                     |
|                                                                                                                                                                                                                  | 474                             | 486                 | 532                 |
| <b>Contacts</b> Director: Diana Alarcon email: diana.alarcon@nashville.gov<br>Assistant Director: Kristin Kumrow email: kristin.kumrow@nashville.gov<br>750 South 5th Street 37206 Phone: 615-862-8750           |                                 |                     |                     |

*To the Future:*

1. NDOT recently completed a comprehensive fee study and will be restructuring many fees across department services
2. NDOT's SMART Grant project will kick-off phase 2 of data collection to make Nashville streets safer
3. Major intersection and signal improvements will be made at Thompson & Southlake, Nolensville & Woodcrest, and Douglas & Ellington
4. We will continue collaboration with the Mayor's Office, WeGo Public Transit, and the Metro Planning Department on implementation of Choose How You Move
5. We will be prioritizing investment in bridges across the county

Mr. Wooten asked for a definition of the "capital management system" and how are repairs and construction different? Director Alarcon responded that the CPMS system will allow for better tracking from beginning to end of projects.

Mr. Wooten is frustrated that \$100M is in a bank account for WalkBike Nashville so it appears that the funding is there. Director Alarcon noted that funds and staffing must both be in place for work to move forward and that NDOT can now hire who is needed.

Chair Robison asked why bike lanes were removed on 9<sup>th</sup> Ave. Director Alarcon responded that the bike lanes were not approved by all appropriate bodies before construction; the developer should have sought approval for the changes to the curb



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(loading space removal) from T&P but no permit was sought or issued so they had to be removed.

Chair Robison noted that the 8<sup>th</sup> Ave loading zones were being eliminated and a transit lane put in. When will the transit lane that cost the 9<sup>th</sup> Ave bike lane be built?

Director Alarcon emphasized that changing human behavior is a culture shift. But noted that there are many opportunities to reimagine what transit in Nashville can be.

Mr. Wooten wants a map of signage on 8<sup>th</sup> that indicates loading zone signage.

Ms. Ganson wants to know how budgets will be reported moving forward. Director Alarcon said that Ms. Martinez has been moved to focus purely on VZ and will not be in planning so she can focus on the budget, and CPMS will allow us to track and report quarterly.

#### **East Bank Development-April 24<sup>th</sup> public meeting**

Chair Robison wants to know why bike lanes were removed from plans. Director Alarcon explained that it was mainly due to transit, and the survey didn't reveal a preference for bikes.

Chair Robison asks-Is NDOT not concerned about giving priority space to cars instead of bikes? He anticipates it becoming a HIN. Director Alarcon responded that the East Bank Authority is responsible for planning and building roadway.

Mr. Bowe asks-Why are they designing for 30K cars, when current HIN are fewer cars? Director Alarcon said that high density cars and high-density pedestrian corridors can co-exist when designed well.

Mr. Weingartner insists the roadway will become a HIN despite design.

Director Alarcon responded that if we build it right, they will get out of their cars and use quality transit, which feeds the development of active modes. Priority has to be transit; pedestrian elements follow.

Mr. Smith believes the NEPA evaluations are not being followed in East Bank plan. Director Alarcon notes that NEPA evaluations are required federal funding.

Mr. Warlick is interested in knowing how the East Bank came to be as an Authority.

Ms. Lovett-Owen says if their community input is not being listened to, then we have a trust issue. If they refuse to come, that builds the distrust.

Mr. Smith-communications have improved.

Mr. Wooten-AECOM is a good reference for how to design a non-HIN network.

Mr. Wooten wants as many quick build projects as possible



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### **VISION ZERO ADVISORY COMMITTEE**

- 8) Rapid Collection, Analysis, and Leveraging of Multimodal Data with ITS LiDAR- 20 minutes-** William Barbour, Ph.D. (Senior Research Scientist, Adjunct Professor with Vanderbilt University)

Dr. Barbour explained that this is a large collaboration with NDOT and University Partners as well as Vanderbilt. He is an expert in safety analytics and is most interested in the use of technology to increase safety.

Safety benefits have exceeded expectations with LiDAR.

Mr. Warlick liked testability and ability to make decisions that are more proactive- Q-Will there be public access to data sets? Dr. Barbour will help with data access if interested and invited email requests for data, though he prefaces that there are currently not enough people to analyze all the data they are collecting.

He says the primary benefit of next generation is capturing all modalities. All data gathered is owned by Metro Nashville. The next phase is expected within 12 months.

Ms. Ganson is interested in knowing how the infrastructure continues after the 3-year contract expires.

Mr. Wooten wants to make sure the \$10M grant is not used to study the same corridor repeatedly. NDOT continues to refuse to fix fixable issues, even easy ones.

Mr. Wooten asked if ride-share automobiles were distinguishable from other cars? No.

#### **9) New Discussion**

#### **10) Adjournment**

Mr. Bowe motioned for adjournment; Chair Robison seconded, and the meeting was adjourned at 7:12 pm.