



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

**VISION ZERO ADVISORY COMMITTEE
Minutes**

**September 9, 2025
5:00 PM to 7:00 PM**

**ITS Conference Room- Enterprise Room, Howard
Office Bldg 700 2nd Ave S, Nashville, TN 37210**

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.

Notice to Public

Agendas are posted online before each meeting at

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

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.



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1) Call to Order

Chair Robison called the meeting to order at 5:02pm.

2) Roll Call

Present: Peter Robison, Hannah Sasscer, Jeremiah Wooten, Chris Bowe, Charles Weingartner, Robin Lovett-Owen, Dylan Ringel, Austin Fernandez, Lindsey Ganson, Olivia Ranseen, Kim Ayers, Sam Warlick

Absent: Landon Clark, Ryan Renfro

Other Staff Present: Brad Freeze, Darren Pack, Anna Dearman, Piro Meleby, Koby Langner

3) Approval of July and August Meeting Minutes

Motion to approve July Meeting Minutes by Charles Weingartner, seconded by Hannah Sasscer, and the minutes were approved. Motion to approve August meeting minutes, motioned by Charles Weingartner and seconded by Olivia Ranseen and the minutes were approved.

4) Public Comments

No one presented for public comment.

5) Downtown Signal Analysis - Darren Pack, PE (NDOT Traffic Engineer)

Downtown Signal Timing Upgrade study recommendations include return to original signal timing, adding flashing yellow left turn lights, and other but NDOT is not considering removing any downtown LPI's at this time.

The peak addition to travel time was about 31 seconds.

Mr. Wooten asked how the corridors tested were chosen, noting that the Charlotte Pike Corridor was already down to one lane because of the Capitol Hill ongoing construction

Mr. Warlick noted that the lidar may be a useful addition to this type of study, particularly

Mr. Freeze agreed, and commented that both the pedestrian counts and lidar will enhance the study data moving forward. Chair Robison asked about the inclusion of the interstates in the study, to which Mr. Freeze responded that the study would need to take into account the entire transportation network. Area bound by Charlotte Pike, I-40 and 2nd Ave N. compared pedestrian crash data from 2022 – 2024 for a 3 year average to compare to 2025, noting that the data shows a decrease in crashes in 2024 and YTD 2025.

Ms. Lovett asked how other municipalities and their first responders have responded to the removal of their downtown left turn signals, and Mr. Freeze agreed that would be useful research.



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Stakeholder feedback received included: WeGo feedback was most concerned about increased congestion on corridors on which their buses operate. MNFD and MNPD have voiced concerns about equipment navigation, most concerned about the increase in response time for incidents, particularly during large special events. Also, there would be two officers needed to control the intersection due to the loss of the protected left turn signal, and an increase in “risk taking” left turns.

Mr. Wooten noted that the signal cycle programming has superseded the detection systems in some places, and pedestrian non-compliance is increased particularly at places where the signal timing does not reflect road closures, such as 4th and Broadway. He also notes that the Ped scramble crossings where signed and marked seem to have better compliance.

Mr. Warlick noted that the data is inconclusive when it comes to pedestrian safety concerns, seems to take driver delay into higher account and would caution decision making based on how it stands. Mr. Freeze notes that there are other data sources being taken into account, and that the study itself is still underway.

6) Tactical Urbanism Program Update - Koby Langner (NDOT Livability Planner)

Since the last presentation, Koby has transitioned into the Livability Planner role, taking over the Tactical Urbanism program. Launched in 2024, Tactical Urbanism is meant to include temporary installations that can inform permanent change via community-led and community-owned projects. NDOT provides guidance to the sponsor and support through the permitting process, as well as up to \$20k in funding support, which can be supplemented by other sources. After an initial wave, the program is now accepting rolling applications year-round, and the Civic Design Center is contracted to provide consulting services.

Provided examples of completed projects and status updates on those in progress, to which the committee responded positively.

Ms. Ranseen requested a timeline on the Secret Sidewalk project – Ms. Dearman responded that it is moving forward, NDOT has taken it over and ROW is in conversation with CSX.

The Rainbow Crosswalk was recently refinished by NDOT. Ms. Ganson mentioned there is a big gap between the Tactical Urbanism program’s ability for community-led quick project installation and the longer-term Fatal Crash responses that may be great short-term interventions. Ms. Dearman agreed and mentioned GNRC is working on a Quick Build guide, and offered some follow-up. Mr. Wooten requested further detail on the insurance requirement, which Mr. Langner responded has proven to be a barrier. Mr. Fernandez asked if there are ways to make that barrier less prohibitive, Mr. Langner said that there’s a possibility for that to be added to material vendor list.

[Include Status List from presentation]

7) Fatal Crash Statistics Update - Piro Meleby

High level update on fatal crash data since previous meeting.



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Review of August numbers and Discussion of Ewing and Gwynnwood Intersection, 13 crashes from August 2022 – August 2025

Including Site Visit Report, and short- and long-term recommendations to increase safety

Improvements and traffic calming are under discussion at NDOT, and two of the long term recommendations have taken place, including a reduction in speed limit and the crosswalk restriping on two sides.

Ms. Martinez mentioned there is an upcoming discussion with the council member on May 7 Antioch Pike fatal crash involving a cycle. There has been a speed study conducted, but the recommendations are forthcoming.

8) Communications

Reports from Vision Zero Advisory Committee Members and Subcommittees

Metro Legal has provided recent guidance on holding public-facing and noticed Subcommittee meetings on Vision Zero business, them being subject to Open Meetings laws. Subcommittee meetings may need to take place on Metro Campuses, and VZAC members are restricted from scheduling meetings online and email communication, Mr. Robison has asked Metro Legal for further clarification. Ms. Lovett-Owen mentioned that restricting communication between NDOT leads her to believe there is an attempt to hamstring and censor the committee's work. Mr. Fernandez noted that all communication with NDOT is already covered under the Open Records Request. Ms. Martinez noted that the NDOT Communications and Legal teams may be more equipped to respond to the requests for single chain communication.

Chair Robison, in response to this discussion, would like to immediately create agenda items for the upcoming October VZAC meeting.

(i) New Member Subcommittee

- a. There are three VZAC seats needing to be filled
- b. New Member Subcommittee is recommending three nominees for those roles
- c. There are two more positions opening in the next few months

New Member Voting:

Ms. Lovett-Owens motioned and Ms. Ayers seconded to approve Kim _____ to join VZAC. Mr. Warlick motioned and Mr. Wooten seconded to invite **Eric Hoke** to join VZAC.

Mr. Wooten motioned and Ms. Lovett-Owens seconded the vote for new members to join VZAC before the end of the calendar year when the next two slots open.

(ii) Outreach Subcommittee – No Updates

(iii) Planning and Engineering Subcommittee - No Updates

(iv) Fatal Crash Investigation Subcommittee – Did not meet due to meeting notice restructure instructions

(v) Strategic Planning Subcommittee – No Updates

9) NDOT/Vision Zero Budget – Val Martinez (NDOT Vision Zero)



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There was a motion to move the budget presentation to the next meeting.

10) New Discussion:

- Opportunity for committee members to bring up new items to be considered.

11) Adjournment - The meeting was adjourned at 6:58 pm.