



NASHVILLE DEPARTMENT of TRANSPORTATION & MULTIMODAL INFRASTRUCTURE

VISION ZERO ADVISORY COMMITTEE

Minutes

January 13, 2026

5:30 PM to 7:30 PM

Sonny West Conference 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.

Vision Zero Action Committee 01/13/26 Meeting Minutes

Attendees: Kim Ayers, Robin Lovett-Owen, Charles Weingartner, Peter Robison, Landon Clark, Hayden Sears, Austin Fernandez, Dylan Ringel, Kim Unertl, Sam Warlick, Olivia Ranseen, Eric Hoke

NDOT Staff: Valeria Martinez, Piro Meleby, Lexi Brown, Melissa Hayes, Meredith King (Arcadis Consultant), Madeline Robertson, David Corley (Kimley Horne Consultant)

December Meeting Minutes: Kim Ayers motioned to approve Sam Warlick seconded and the minutes for December were approved unanimously.

The group made introductions and welcomed Hayden Sears, the newest committee member.

Public Comments: Haley Kilman

Meredith King (NDOT) and David Corley (of Kimley Horne) presented on this topic of Harding Place safety improvements project

- This location was first evaluated in 2024 from I65-I24. Showed signalized intersections along Harding Pike and typical cross section examples. Looked over historical crash data which last year amounted to 47 severe injury/fatal crashes 15% of which were pedestrians and 81% in dark conditions.
- Mr. Corley gave overview of recommendations which included free flow right turns which presents unsafe pedestrian crossing conditions. He recommended utilizing striping and delineator posts to reduce speed and Rectangular Rapid Flashing Beacons (RRFP's). He also noted that street lighting should be upgraded to LED fixtures, and that they are working with NES to get installed.
- Group discussed potential danger at the intersection next to I24 and longer term goals for upgrades in the future like sidewalks. Charles Weingartner noted that ½ of roadway fatalities are in proximity to slip lanes and that cars can still slip through by design. Mr. Weingartner asked if there was ability to have additional RRFP at entrance to slip lane? David noted that these are both state routes under jurisdiction of TDOT. Currently the best implementation currently is to slow vehicles and push crosswalks further. Robin Lovett-Owen added that this intersection is very congested and confusing and expressed concerns that these improvements might not be enough. Val Martinez noted that her initial analysis showed to close slip lanes but since it is managed by TDOT it is not feasible. Sam asked if anything else committee can do? Mr. Corley noted other projects that are not quick builds but that there are other things coming down the line. Discussed speed humps and feasibility

but it is not feasible for this volume on the road, another potential option is raised crosswalks.

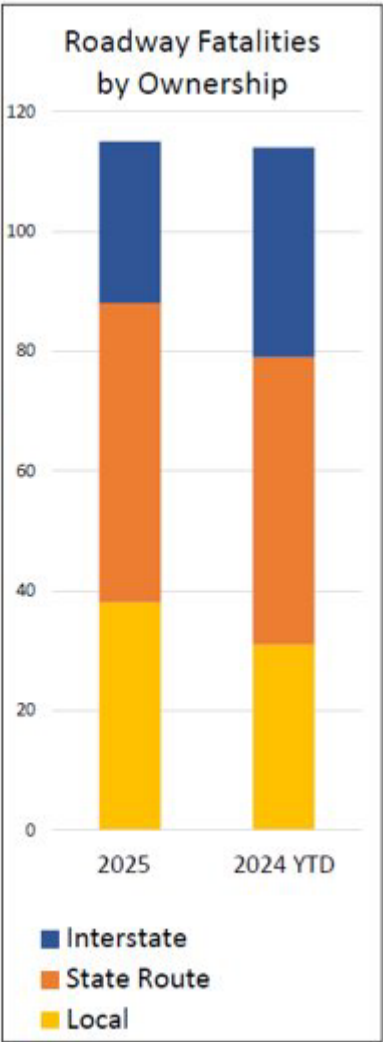
- Other observations were discussed including installing crosswalks with pedestrian hybrid beacons (PHBs) which may not be feasible with quick builds but was noted as a recommendation.
 - Two way turn lane
 - Striping and delineator posts and temp median installation, median breaks at side roads. Needs further coordination with TDOT.
 - Olivia expressed concerns for pedestrians because of the speed of drivers. Asked about pedestrian safety.
 - David said eventually there will be a raised median to prevent drivers from going down the middle. In the interim flexible delineators will be installed until permanent delineators can be installed. Crosswalk will not go in before median.
 - Sam Warlick asked if there has been a study of pedestrian counts? David noted that previously conducted studies were used and that new pedestrian counts had not been conducted.
 - Last improvement was that a warning sign was installed and overgrown trees cleared.
- Planning on further engagement with WeGo and TDOT.

Valeria Martinez shared 2025 Roadway Fatalities and will update with more information as available.

2025 Roadway Fatalities

By Ownership	2025	2024 YTD	Change (%)	December
Interstate	27	35	-23%	2
State Route	50	48	4%	3
Local	38	31	23%	4
Total	115	114	1%	9

NDOT (Local + State Route)		2025	2024 YTD	Change (%)	December
Multi-Vehicle		43	38	13%	1
Pedestrian		23	26	-12%	4
Bicycle		3	1	200%	1
Single Vehicle		20	14	43%	1
Motorcycle	Single Vehicle	3	3	0%	0
	Multi-Vehicle	16	8	100%	0
Total		88	79	11%	7

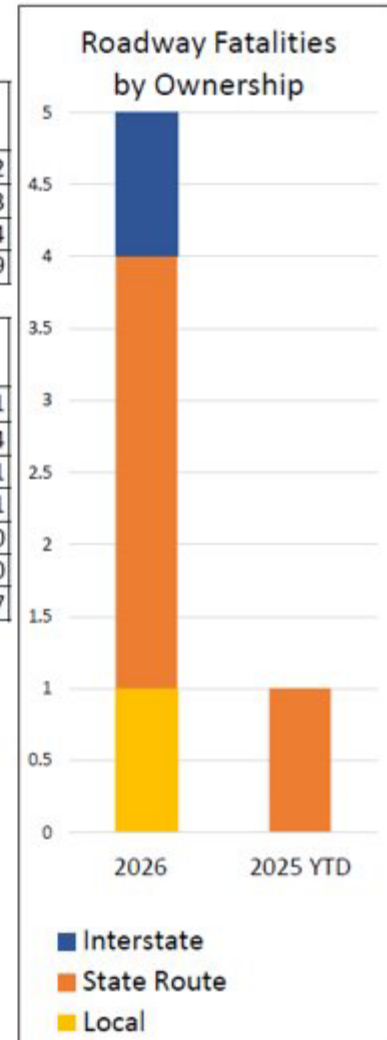


- January 2026 –
 - Two life threatening, one pedestrian, one motorist so far in 2026

2025 Roadway Fatalities

By Ownership	2026	2025 YTD	Change (%)	December
Interstate	1	0	#DIV/0!	2
State Route	3	1	200%	3
Local	1	0	#DIV/0!	4
Total	5	1	400%	9

NDOT (Local + State Route)		2026	2025 YTD	Change (%)	December
Multi-Vehicle		1	0	#DIV/0!	1
Pedestrian		2	0	#DIV/0!	4
Bicycle		0	0	#DIV/0!	1
Single Vehicle		1	1	0%	1
Motorcycle	Single Vehicle	0	0	#DIV/0!	0
	Multi-Vehicle	0	0	#DIV/0!	0
Total		4	1	300%	7



- Haley Kilman shared her personal experience. Her partner Blaise Schaeffer was a long time avid cyclist. Blaise was killed in a fatal crash on December 10th by a hit and run driver that was actively being chased by police at the time of the crash. Discussed contributing factors such as low light.
- Subcommittee Updates
 - Forthcoming 4th Tuesday 5:30 – 6:30
 - Valeria Martinez to follow up on WeGo Conference room availability.
 - Agenda to be set and sent out by Charles Weingartner
- Access Management Manual Draft release and legislative updates

- Melisa Hayes and Meredith King gave an update to the committee on best practices, project timeline (2 years)
 - Planning, regulation, and design of access between roadways was presented.
 - Ms. King noted previous contradictions in code and alignment of code with this project.
 - Vision Zero and safety are being prioritized.
- Gave summary of manual chapters
- Best Practices were presented by Melissa and Meredith
 - They looked at other cities are doing as well as what Metro is currently doing both successfully and unsuccessfully.
 - Avoid access in the intersection functional area and access conflict area.
 - Managing space between access points (full manual on website)
 - Avoid access on higher functional classifications of roadway.
 - Utilize shared and cross access (consolidates access points)
 - Restricted access design (ride in ride out, right turn only preferred where there is a median)
 - Access solutions for pedestrians (flashing lights, driveway spacing from PHB's and RRFB's)
 - Access solutions for pedestrians at garage access (electronic signage, Convex mirrors, detectable warning surfaces.
 - Access solutions for bicyclists (green pavement markings, vegetative buffers, preventing left turning conflicts.)
 - Access solutions for transit (avoid driveway placement near bus stops)
 - The guide is not one size fits all, there is a waver form process to inform NDOT of what developers are doing.
 - Sam Warlick asked if this information was shared through public notice. It has not currently but anyone could submit a FOIA request for data. Appeals through traffic and parking are public. Discussed circumstances where developers might need to use waver form.
- Code Changes
 - Access requirements are listed in chapters 13 and 17 have conflicting information.
 - The goal is to eliminate redundancy and contradictions
 - Next steps

- A bill awaits approval and will go before the council 01/20/2026.
 - The bill would apply to new and in-fill land developments.
 - Kim Ayers asked about capital projects and the group discussed reducing existing driveways.
 - Charles Weingartner noted that pikes are access management problems, and asked if there is a way to offer a driveway buyback program to potentially offer incentive for reconfiguring access management.
- Haywood Lane Speed Study and VZAC Resolution
 - Nolensville Pk. to Apache the speed limit is currently 40 MPH, in 2025 there were fatalities (high injury network.) The area has commercial and pedestrian activity. Valeria shared study which showed reduction in speed to 35 MPH. AADT, 85th and 50th percentile speeds, crash history, and roadway cross sections are just some of the criteria analyzed to determine posted speed recommendations. Additional quick builds are being evaluated such as speed radar feedback signs and rumble strips. Lack of ROW and funding limits the larger scale capital type projects needed to transform the corridor. Preliminary conversations have begun with council members and they have shown support for future sidewalk CIB requests.
 - Peter Robison asked why 35 mph was selected and not 30 mph? Ms. Martinez mentioned average daily traffic factors into it, currently this site sees 14,000 vehicles. Mr. Robison noted that traffic may not change it would be a life saving measure and noted it's worth.
 - Committee discussed writing formal review of this issue for traffic and parking committee.
 - Sam Warlick mentioned speed humps could be a last resort and suggested lowering speed slowly until the road would qualify for speed humps.
 - Mr. Weingartner brought up large turning radius along Haywood Ln. to slow and add visual tightening of corridor
 - Robin put the resolution in SharePoint under Letters and gave summary of resolution.
 - Robin Lovett-Owen agrees the speed limit should be 30 MPH and councilmember Nash weighed in that sidewalks being built will be in the next capital improvement budget.

- Discussed NES contracts for fixing lighting and noting delay of having HUB requests fulfilled. Mr. Robison will send a list of affected areas to Valeria Martinez
 - VZAC is entitled to draft a letter of recommendation for speed changes.
 - Mr. Weingartner request some amendments to the resolution be discussed working on it in the subcommittee and that the resolution be included in the staff analysis.
 - Committee voted write a letter referencing increased fatalities and requesting a TVC staffing analysis Peter Robison moves a motion to use write letter Kim Ayers seconds and the committee votes unanimously to finalizes changes and submit letter.
- Sam Warlick brought up James Robertson Pkwy and that the road lanes were striped but the crosswalks have not been. He noted that the original road striping was completed about two months ago.
 - Ms. Martinez explained that if no new striping changes are submitted the paving crews reinstall the original striping plans
 - Mr. Robison also mentioned that the same issue is also on Nolensville Pk and Wallace Rd. and was put in HUB over 3 months
The committee discussed HUB request prioritization, and other instances of crosswalks not being put back in in a timely fashion.
 - NDOT will to look into process of requests and Peter suggested including this in the contract with 3rd parties/contractors.
 - Discussed how data for trip numbers is gathered, they are tracked Tuesday – Thursday counts when school is in session to gather typical volume.
- 2026 Programs
 - Valeria Shared list of directly funded items
 - 50 schools a year for safe routes to school
 - Tactical urbanism continuing
 - Fatal Crash investigations didn't receive as much sticking with quick builds because of funding
 - Gallatin/Main CHYM in the works(Timeline uncertain), quick builds 3-4 PHB's
 - Multimodal access grant from TDOT \$860,000 PHB's on Dickerson Pk.
 - Harding place safety phase 1
 - Hwy 100 Safety analysis more to come
 - Finalizing kinetic energy risk factor assessment

- Edmonson pike safety analysis hoping to present options to the community, data analysis done
 - Rosa Parks Bikeways entire segment being repaved bikeway improvements on existing bikeways Val getting what has been submitted to the Mayor's office
 - Lighting for pedestrians hoping to purchase more materials
- Mr. Weingartner mentioned showing support for things like Hwy 100 speed study and like calling or writing letters of support.
 - Val expressed importance of gathering data first before getting involved.
- NEW BUSINESS
 - Two open seats on the committee are currently available.
 - Charles Weingartner moves a motion to officially vote in Dylan Ringel and Austin Fernandez seconds the motion and the committee unanimously votes in favor.
 - Discussed updating the committee bylaws
 - The committee will be looking at applications for the last remaining seat.
 - Val to reach out to Scott Troxel to see if he is still available to be on the committee
 - The VZAC 2025 Report need to get sent out, Mr. Robison brought forth a motion to approve the report.
 - VZAC would like formal report from NDOT in February
 - Peter votes in favor Mr. Warlick seconds the motion and the committee unanimously approves the 2025 report