



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

**VISION ZERO ADVISORY COMMITTEE
Minutes**

**June 10, 2025
5:00 PM to 7:00 PM**

**Sonny West Conference Center, 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

Mr. Weingartner called the meeting to order at 5:03

2) Roll Call

Present: Peter Robison, Jeremiah Wooten, Charles Weingartner, Robin Lovett-Owen, Dylan Ringel, Austin Fernandez, Sam Warlick

Absent: Hannah Sasscer, Chris Bowe, Wesley Smith, Landon Clark, Kim Ayers, Ryan Renfro, Lindsey Ganson, Olivia Ranseen, Stephanie Owens

Staff Present: Brad Freeze, Piro Meleby, Robyn Strain, Darren Pack

3) Approval of May Meeting Minutes

Tabled due to lack of quorum

4) Public Comments

No one presented for public comment

- The public is invited to speak regarding any issue. Members of the public testifying are asked to limit testimony to three minutes.
- Time Allocated: Per Chair

5) Fatal Crash Statistics Update- Piro Meleby

- High level update on fatal crash data since previous meeting.
- Action: Informational
- Allocated Time: 15 minutes

Mr. Meleby presented crash data for recent crashes at Antioch Pk & Luna Dr, Old Hickory Blvd at McKay's, Church St near Play and 632 Bell Rd.

Mr. Weingartner-is NDOT evaluating Antioch Pike safety concerns for cyclists and pedestrians? How can we be more proactive about redesigning roads that have become problematic because the use has evolved beyond its designed intent.

Mr. Warlick is encouraged by the new tools such as LiDAR and the possibilities of making more proactive decisions. Using the new tools, how do we identify hazardous corridors before there is a tragedy?

During the September meeting, the committee would like to have a report on crossing improvements and a speed study on Antioch Pike around fatal pedestrian crashes from Harding to Haywood. Mr. Freeze would like to present current improvements in the queue.

Mr. Warlick is interested in a speed study and a ped/bike study around Charlotte and OHB.

Mr. Weingartner wants an update on the Safe Routes to Schools.



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6) Communications

- **Reports from Vision Zero Advisory Committee Members and Subcommittees**

Allocated Time: Per Chair

(i) New Member Subcommittee

Stephanie Owens and Wesley Smith have stepped down due to other commitments, and they will need to be replaced as soon as possible.

(ii) Outreach Subcommittee

Will meet on June 12th.

(iii) Planning and Engineering Subcommittee

No report

(iv) Fatal Crash Investigation Subcommittee

Going to start inviting family and community members after crashes.

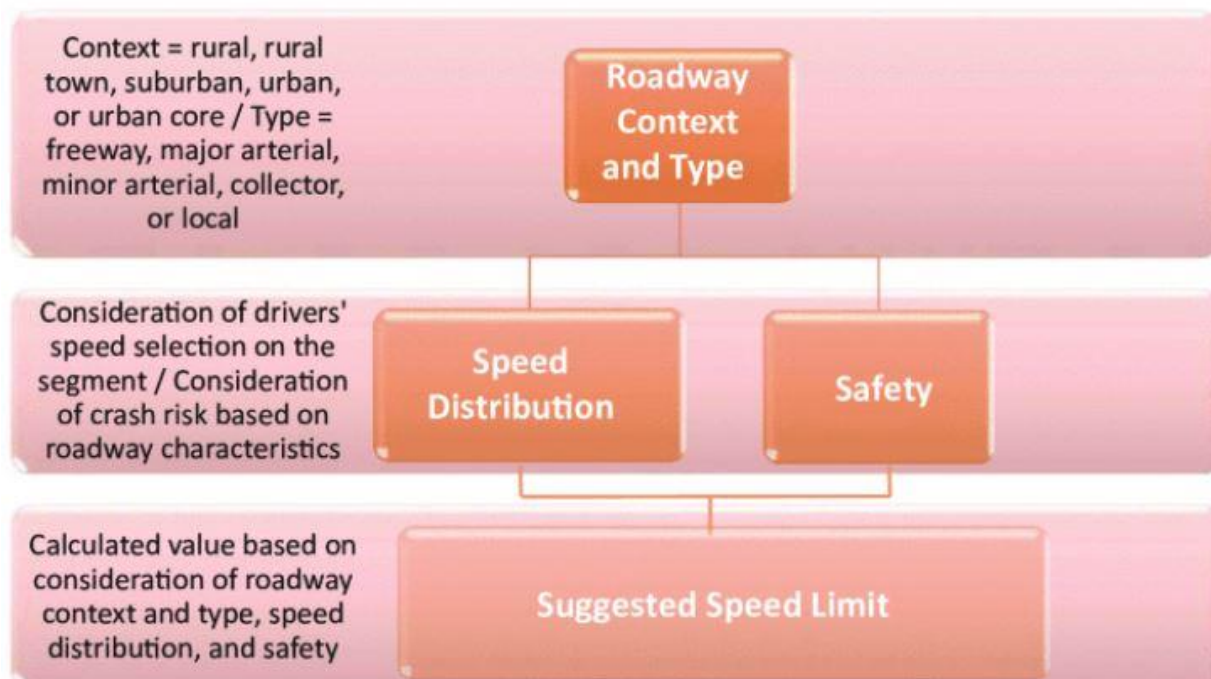
(v) Strategic Planning Subcommittee

Worked on rethinking fatal crash response.

7) Administrator Updates: 5 minutes:

Recommended Speed Limits and Data Collection Utilizing the NCHRP 966 Tool- 20 minutes Darren Pack, P.E. (NDOT)

NDOT uses the National Cooperative Highway Research Program (NCHRP) 966





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method to determine the appropriate speed.

Mr. Robison-Does NDOT ever evaluate a street and target an appropriate speed? Separately, varying speed zones need to be communicated beyond signage.

Mr. Fernandez-Are speed limits raised when driver behavior consistently exceeds posted speed limit?

Mr. Wooten-does the tool consider parking lanes? Mr. Pack pulled up the calculator and demonstrated all the variables including street parking. How is the location of the LiDAR trailer determined? Mr. Freeze responded that it is placed in areas based on incidents most frequently. However, it is also used for evaluating the need for requested stop signs.

Ms. Lovett-Owen-What capability does NDOT have to change a speed quickly when there are on-going ? Park spaces and school zones get priority.

Mr. Weingartner-Speed of the roadway is often the barrier to implementing some types of safety elements. Mr. Freeze commented that some problems can be mitigated with quick changes in speed limit. However, if the infrastructure allows higher speeds, that is how people will drive. Infrastructure of course takes much more time to change. Mr. Weingartner suggested reversing process-what types of traffic calming implementation are needed here and what speed is appropriate under those conditions.

Bell Rd at Hickory Highlands Dr. fatal crash resolution. Understood that Bell Rd is a TDOT route. Follow up within 3 months regarding possibilities.

8) New Discussion:

9) Adjournment: Chairman Robison adjourned the meeting at 6:59.