



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

VISION ZERO ADVISORY COMMITTEE

Minutes

July 8, 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

Chairman Robison called the meeting to order at 5:03p.

2) Roll Call

Present: Peter Robison, Charles Weingartner, Robin Lovett-Owen, Dylan Ringel, Austin Fernandez, Chris Bowe, Landon Clark, Ryan Renfro, Olivia Ranseen, Sam Warlick, Lindsey Ganson, Wesley Smith, Jeremiah Wooten

Absent: Stephanie Owens, Hannah Sasscer, Kim Ayers

Staff Present: Valeria Martinez, Piro Meleby, Shandira Edgecombe, Spencer Grossinger (New NDOT EIT)

3) Approval of May and June Meeting Minutes

May Minutes approval was tabled at the June meeting due to lack of quorum – however, May and June Minutes were approved during this meeting without revision.

4) Public Comments

Several members of the public including the Council Member Jacob Kupin and the Germantown Neighborhood Association spoke at the meeting regarding a pedestrian fatal crash.

CM Kupin mentioned that the shade tree cut down immediately following the crash was meant to improve the line of sight for the intersection, and he is in agreement that NDOT should work to slow 3rd Ave. down. It was reiterated there are few to no posted speed limit signs on the corridor, sidewalks are inconsistent, the design of the street encourages speeding, and VZAC consensus was that raised crosswalks in the context of the neighborhood may be the most impactful intervention on pedestrian safety and visibility.



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5) Fatal Crash Statistics Update- Piro Meleby

Mr. Meleby presented YTD crash data, and specifics for recent crashes highlighting Murfreesboro Rd. and 3rd Ave. N.

Mr. Bowe noted that the southeastern corridor continues to have the largest cluster of crashes and fatalities.

By Ownership	2025	2024 YTD	Change (%)	June
Interstate	8	17	-53%	1
State Route	25	19	32%	4
Local	15	13	15%	2
Total	48	49	-2%	7

NDOT (Local + State Route)		2025	2024 YTD	Change (%)	June
Multi-Vehicle		16	19	-16%	1
Pedestrian		6	11	-45%	3
Bicycle		2	0	#DIV/0!	0
Single Vehicle		16	2	700%	2
Motorcycle	Single Vehicle	1	1	0%	0
	Multi-Vehicle	6	3	100%	0
Total		40	32	25%	6

6) Blair Blvd Speed Study and Recommendations

Mr. Pack was not present but provided a memo. Speed study was requested by the council member, and the memo provided an update. VZAC moved to create and submit a letter of support towards the speed limit reduction. Ms. Martinez noted that the speed limit reductions create conditions which make future physical changes to the roadway more viable, and that there is follow up to track behaviors in response to such changes. Mr. Weingartner noted that additional signage should be placed on both sides (sign is needed on the westbound side).

A link to the memo is [here](#).

7) Safe Routes to School and Enhanced School Zone Markings Updates

School zone markings: 32 have been completed, 11 are in progress. Ms. Martinez notes that the MMTA development review process provides an opportunity since the creation of NDOT so that newer schools, before approved, can be built more safely, and comments on context can be added. Mr. Warlick requested that new school site plans and/or MMTA's be presented to VZAC, and Mr. Robison noted that these presentations should be part of the public record. Mr. Wooten noted that automated enforcement in school zones has been approved to be piloted in Knoxville recently and would like to follow as it rolls out.



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8) Discussion on June 8th 3rd Avenue North Fatal Crash

Narrative: Pedestrian was crossing 3rd Ave N at the park/dog park path crossing when they were struck by a northbound driver on 3rd Ave N. • 3-year Crash History: 7 total, 2 pedestrian-involved and one pedestrian fatal crash

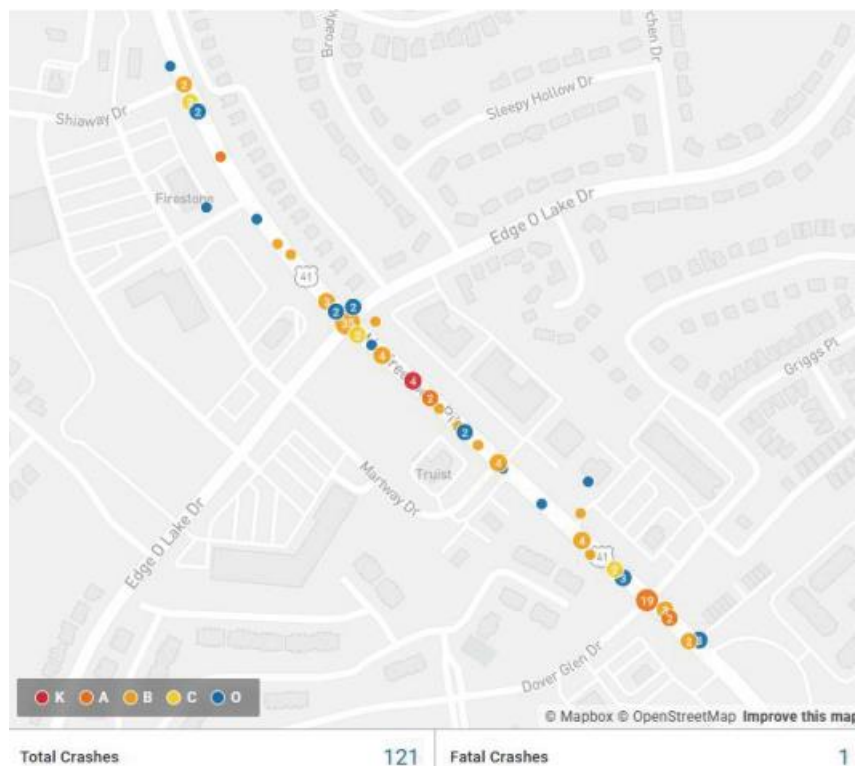
Pedestrian fatality due to a crash on 3rd Ave. N in Germantown, between Coffee and Jefferson; in response, NDOT is working with Metro Water to fund improvements (83 total crashes from 2022 in the corridor, 4 pedestrian involved.) Ms. Martinez said that raised crosswalks are also being considered.

With the lack of visual cues toward slowing, Mr. Warlick, as a local in the neighborhood, has several concerns: with the rapid increase in density of the neighborhood, believes traffic signals can actually increase the speed cars can travel down the corridor, dependent on timing. He believes moving vehicles seem to be the priority in this area, and that when pedestrian traffic is rising due to development in an area, NDOT needs to have a comprehensive feedback loop that tracks that increase. Ms. Martinez noted that, with the introduction of the MMTA process, the NDOT development review team is now looking at multimodal impact in development review considerations. Ms. Lovett-Owen mentioned that the speed and size of the response to this fatality are appropriate but pointed out the equity discrepancy when other areas of town experience similar occurrences, especially on the HIN.

9) Discussion on June 10th Murfreesboro Pike Fatal Crash

Narrative: Driver A was traveling south on Murfreesboro Pk near Edge-o-Lake when they struck a pedestrian. • 3-year Crash History: 121 total, 2 pedestrian-involved and one pedestrian fatal crash.

Pedestrian was hit either crossing or walking in the travel lane (conflicting witness accounts) of the Murfreesboro corridor, near Edge-o-Lake by a Dodge Caravan during the evening hours. (The corridor segment has seen 79 crashes, 1 fatality since 2022). Mr. Wooten mentioned that the WeGo bus stop has been recently moved to the Martway Dr. intersection and the pedestrian who was struck may very well have been a recent bus passenger. Pedestrian-level lighting, refuge for pedestrians and a PHB as interventions were discussed by VZAC members.





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10) Tactical Urbanism Update – Tabled to August meeting.

11) Reports from Vision Zero Advisory Committee Members and Subcommittees

(i) New Member Subcommittee

New member applications are currently under review. There needs to be a timeline for deciding new members through this subcommittee.

(ii) Outreach Subcommittee

Planned to meet on June 12th, but has been rescheduled. Will try to use Zoom instead of Teams.

(iii) Planning and Engineering Subcommittee

The next meeting is scheduled for Tuesday, July 15th.

(iv) Fatal Crash Investigation Subcommittee

The subcommittee did proactive outreach, discussed how to continue inviting family and community members, neighborhood associations etc. after crashes and create accountability for solutions, create more visibility for the possible solutions.

(v) Strategic Planning Subcommittee

Recapped new focus on the response to ped. fatal crashes, intent on increasing productivity and accountability of these meetings.

12) New Discussion:

Mr. Ringel described the ongoing Tactical Urbanism installation he is participating in/evaluating as part of his NDOT internship, a temporary extension of the sidewalk near McGavock Pike, from Fernwood to Riverwood. He noted that the lead time to and cost of installation was very short compared to other installations. Ms. Ganson said that unique signage that denotes projects of that type as "NDOT Tactical Urbanism" installations rather than with "road work" or "construction ahead" signage would help improve public sentiment. Ms. Martinez agreed that creation of such signage through the NDOT sign shop may be possible.

13) Adjournment

Chairman Robison adjourned the meeting at 6:58p.