



NASHVILLE DEPARTMENT of TRANSPORTATION & MULTIMODAL INFRASTRUCTURE

VISION ZERO ADVISORY COMMITTEE

Minutes

February 10, 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.

1. Call to order
2. Roll Call
 - Present: Kim Ayers, Kim Unertl, Robin Lovett-Owen, Charles Weingartner, Olivia Ranseen, Austin Fernandez, Peter Robison, Ryan Renfro
 - NDOT Staff: Valeria Martinez, Piro Melby, Lexi Brown, Brad Freeze, Melissa Hayes
3. Approval of minutes pending edit on page 4 that Mr. Robison brought up delay repaving projects at Nolensville and Wallace. Remark may have been Robin. With that Edit Mr. Robison motions to approve Charles seconds, the motion passes unanimously.
4. Public Comment
 - Rollin Horton (CM district 20) Alerted committee that the planning commission will be considering the Public Realm Design Framework at their Thursday meeting as part of East Bend rezoning. He gave an overview of the framework and encouraged attending the planning commission meeting at 4:00 in Sonny West on Thursday.
 - Arrive early, sign up encouraged.
 - Izzy, an advocacy coordinator with Walk Bike Nashville encourages memorial placement at crash sites and encourages small independent gatherings. One planned event at Haywood Lane Feb 21 12:00.
5. Subcommittee Updates
 - Follow up discussion from the previous month regarding updates to the Access Management Manual and code change.
 - Melissa Hayes gave an update
 - Submitted 11/20/2025 to address conflicting intersection sight visibility requirements in Metro Nashville Code of Ordinances. Located in 2 locations in code and wanted to clarify. Code sections are listed below.
 - 13.08.050 – 25 ft
 - 13.12.190 – 25 ft
 - 17.20.180 – 35 ft
 - Went with 35 feet for safer option.
 - Questions from council regarding purpose of the code.
 - Did research
 - Considered several factors
 - Street Classification types
 - Speed Limit

- Signalization and Sinage
 - Existing and Planned Multimodal Facilities
 - Industry Best Practices
 - Peer City Requirements
 - Intersection Visibility and Connection to Crashes
- Explained how sight triangles are measured (average 28 ft)
- Showed example in presentation
- Looked into street classification
 - Found all roads that have a striped crosswalk at least would set a driver back around 20 ft.
 - Not all local roads currently have striped crosswalks.
- Showed other State comparisons for City sight visibility
- Visibility and Crash Relation
 - Cited studies that were used in determination
 - Looked into NACTO guidance and found some conflicting language.
- Trees could slow traffic but better traffic calming measures such as curb extensions, tighten curb radius, raised crosswalks, speed humps, chicanes/lane shifts may be better option.
 - Discussed other advantages of trees and concerns at specific locations.
 - CA DOT and AASHTO both had legitimate safety concerns that trees contribute to more negative crash outcome and nearly half fixed object crashes.

6. Proposed code language

- Left 35 feet of any street intersection and cleaned up language for clarification.
- Questions
 - i. Mr. Robison asked if the code that was proposed to apply to existing buildings/homes or new construction. Mr. Freeze mentioned that there were provisions in code that exempt existing buildings.
 - ii. If retrofitting, would that trigger a need to adhere to new code? Ms. Hayes answered If renovating then no but if demolition and building new the new code would apply.
 - iii. Mr. Robison asked how often it is an issue that there are trees in the sight distance? Most tree collisions are curve related due to loss of control of vehicles.

1. Mr. Freeze noted that NDOT does a substantial amount of tree clearing due to sight restrictions when we do safety studies we trim based on existing trees.
- iv. Olivia Ranseen asked how does proposed code pertain to an alley?
 1. Melissa noted that the code is specific to street intersections and that NDOT could try to clarify.
 2. Mr. Robison: One of the codes did pertain to alleys.
 - a. It would apply to alleyways that are public.
 3. Mr. Weingartner expressed reservation to this change citing need for more clarification on alleys. Need very straight forward plan.
 - a. In access manual there are specific spacings outlined.
 4. Mr. Weingartner and Mr. Robison discussed bollards
 - a. Height is the difference, Ms. Hayes noted that below 30 inches comes from the sight distance of the person in the vehicle. Bollards are designed as a safety feature which trees are not.
 5. Mr. Weingartner asked what the variance process looks like?
 - a. Ms. Hayes noted that variance in the code would go to traffic and parking.
 6. Mr. Robison expressed need to use more bollards and that safety is priority. He expressed opposition to the 2.5 feet height because it could be a tripping hazard. Mr. Freeze discussed cost and that many businesses will not want to include bollards because of cost.
- v. Ms. Ayers discussed utility poles and those contributing to blocking sight lines and asked why are they not referenced?
 1. Brad Freeze notes that NDOT would strive to keep utilities to keep poles out of sight line and try to relocate when there is an issue.
 2. Mr. Weingartner agrees with most of the code change but thinks that now is the time to create nuanced context and there is more work to be done. Mr. Freeze would like more specific recommendations from the committee. (New discussion at the end to discuss)
- vi. Mr. Fernandez suggests using ROW or street classification to determine what path is followed.

7. Fatal Crashes

- Valeria Martinez gave an overview of fatal crashes.
 - Jan YTD crashes (3 single, 3 multi-vehicles, 3 pedestrian)
 - Brick Church Pike
 - These are specific crashes involving vulnerable road users.
 - Pedestrian crossing Brick Church Pk.
 - Closest sidewalk is about 875 feet away.
 - Potential speed study
 - Evaluate for future mid-block crossings
 - Need for future new lighting
 - Potential for reducing lane width with a future repaving
 - Opportunities for future access management
 - Mr. Weingartner asked who is verifying that lighting work is being completed.
 - Brad: we do look to verify, and that weekly updates are given in briefing.
 - Mr. Robison asked if NDOT has seen improvement in response to lights being out.
 - Sometimes HUB requests get closed before giving notice. Discussed asset management system. Not as much of an issue now that LED lights are being used. Still opportunities with NES that need to be pursued.
 - Haywood Lane
 - Pedestrian crossed North
 - Vehicle struck pedestrian. It was noted and discussed that there have been two separate instances of pedestrian crashes resulting in fatalities.
 - Both instances outside of crosswalk and closest crosswalk are 1500-2000 ft away.
 - Improvements
 - Speed study was completed and reduction was approved at the February Traffic and Parking Commission
 - Short term improvements including speed radar signage and delineators will be done within the next six months.
 - Rumble strips
 - Raised pavement marking
 - Longterm: Sidewalks have been requested by council members in an older CIB. No current funding.

- Mr. Weingartner discussed proximity to I24 and paved median lacks to narrow the roadway.
 - Mr. Freeze noted the I24 choice lane plan project and the opportunity for added safety enhancements.
 - Ms. Ranseen mentioned potential for delineators in the median as part of short term recommendations.
 - Mr. Weingartner suggest to visually narrow the area and Mr. Freeze agrees referencing delineation in painted lane and visual clues that the driver is leaving the interstate. Focused on Haywood Lane improvements.
 - Robin: Looked at Street light webpage and noted areas of Haywood Lane that were lacking and had not been updated.
 - Ms. Martinez can follow up with NES.
- Nolensville Pk.
 - Jan 1 @ I440 pedestrian saw another pedestrian lying on sidewalk struck by a vehicle but did not see crash.
 - Jan 12 Cyclist hit by erratically driving vehicle – no dedicated cycling facilities
 - Future restriping
 - Retrofitting lighting
 - Lane reconfiguration
 - Future new lighting
 - Ms. Ranseen expressed difficulty avoiding pedestrians in the area and issue with slip lanes. She noted that there are limited ways to cross and noted a high volume of pedestrians.
 - Mr. Weingartner expressed understanding that this is a difficult area to fix and noted that there was another pedestrian death in 2017.
 - Charles stated other death likely not due to road configuration. Referenced how much Blaise (killed cycling by erratic/impaired driver) rode (25 days a year total.)
 - Mr. Robison asked how much has Nashville used pedestrian underpasses? The group discussed examples (Greenland and Korean Veterans Blvd, Greenway under I440) and noted need for areas to be better lit.
 - Ms. Owen-Lovett noted most of the people walking have no other choice than to walk.
- Bell Road

- Dec 26 Pedestrian in left turn lane vehicle struck.
- Another death occurred in the same spot (between two bus stops)
- PHB and bus stop enhancements to be prioritized with future funding.
- Ms. Ranseen quoted victims family member: She would go out of the way walk, bus, uber.
- Mr. Robison noted that there have been 5 fatalities on this small stretch of road.
- Ms. Martinez can show committee the list of candidates for PHB's.
- Committee discussed developing criteria of how to prioritize PHB's.
- Ms. Ranseen suggested thinking about preventing right turns in historically dangerous areas.
- Hermitage Ave
 - Two pedestrians leaving a bar. Called Uber and were about to get in when another car struck the pedestrians, resulting in one fatality and one serious injury. The car that struck the pedestrians was speeding and fled the scene. There is a guardrail. Evaluating lighting and signals.
 - Mr. Robison mentioned alcohol and that Nashville priorities revenue from alcohol sales. Discussed that other crashes were also alcohol related.
 - Mr. Freeze discussed Commerce Street and the need to identify safer drop-off and pick up zones for passengers. NDOT is addressing curb management downtown.
 - Ms. Owens-Lovett noted that many of these crashes were in South Nashville where there is lots of density not much infrastructure.

8. Bowling Ave Speed Study

- Hoping to take to traffic and parking in the next couple of months.
- This is part of Safe Routes to School initiative
- In a primarily residential area.
- Existing sidewalks on West side of road.
- No fatalities but some crashes have involved pedestrians. This is being considered a proactive measure.
- Considered crash frequency and rates
- Improvements
 - i. Move to 30 MPH
 - ii. Speed radar feedback
 - iii. Buffer bike lane

- iv. Raised pavement
- Mr. Robison said that he does not see rationale for changing speed from 30 to 35 MPH on the southern segment and would like to see 30 MPH the whole way.
 - i. Mr. Weingartner has concerns with how the tool is being used and expressed concern NDOT is not considering context or using discretion. NHRCP only gets us closer to removing gray areas, but it is not defining something black and white. He believes that the National standard is not enough and that the tool should be the minimum of what we do. Expressed need to do more.
 - ii. Mr. Robison agrees with selecting 30 MPH for the street.
 - iii. Kim Ayers agrees that the North and South side of the streets are quite similar but acknowledges the school is present in the North portion.
 - iv. Mr. Freeze agreed and referenced Hermitage Avenue and considers if drivers were going to pay attention to the reduction from 35-30?
 - v. The group would like to follow up on this matter.
 - vi. Mr. Robison expressed his support that NDOT is enhancing safety on this street proactively before a death has happened. Ms. Ayers appreciates other improvements being considered as well.
 - vii. Mr. Robison mentioned the potential for adding raised crossings and Ms. Martinez will look into guidance for raised crosswalks on roadways with similar classification, AADT, and speeds. No current funding is available for raised crosswalks at this location.
 - viii. Also mentioned Ellington Ave. as being used to get to the school as well.

9. NDOT Leadership Updates item was deferred.

- Brad Freeze attended instead of Director Alarcon.
- Discussed disparity state and local roads for where crashes occur.
- Mr. Freeze noted that NDOT could work with TDOT better in the future.
- Congratulations to Ms. Martinez for coordinating VZ.
- NDOT is currently looking to add additional VZ staff.
 - i. Design personnel and operational staff.
- Mr. Freeze thanked group for holding NDOT to a high standard.
 - i. Mr. Weingartner expressed willingness to support and asked for best ways to support. Ms. Martinez noted opportunity for support with involvement in implications plan.
- Val to share info with the group but main discussion deferred to March

10. Successes

- Mr. Robison noted some successes for the Committee and NDOT.
 - i. Sidewalks Bellevue
 - ii. Painted crosswalk in Ms. Ranseen's neighborhood
 - iii. Ms. Martinez – shifting into actual construction for several projects soon
 - iv. Mr. Freeze – Bringing in staff for Quick Builds
 - v. A suggestion was made to add a standing 5 min agenda item for monthly wins
- Wants for future meetings
 - i. Ms. Ranseen would like to see a Presentation on Smart grant Phase 2.
 - ii. Mr. Freeze says April as a possibility after speaking with staff.
- Ms. Martinez shared video of Neighborhood spotlight: Riverside Village
- Meeting in two weeks – still working on location finalization