

Multimodal Access Closure Advisory Committee Meeting Minutes 01/11/24 (1:30 pm – 3:00 pm)

Member	Department	Attended
Sam Phillips	Contractor Representative	No
Jeff Duncan	Metro Water Services	Yes
Rob Mortensen	Broadway Entertainment Association	Yes
Katie Freuberg	WeGo Representative	Yes
Sarah Fugate	TDOT Representative	Yes
David Kleinfelter	WalkBike Representative	Yes
Tommy Jones	NDOT Representative	Yes
James Williams	Metro Police Department	Yes
Wes Hamilton	Contractor Representative	No
Michael Hayes	Developer Representative	Yes
Lawrence Hutchison	Metro Fire Department	Yes
Steve Mishu	Metro Codes Department	Yes
Ronald Reasonover	Nashville Electrical Services	No
Ryan Woodson	Site Plan Engineer	No

1) Moormans Arm Road

- **Applicant:** Walker Building Group – Mark Raymer (Mraymer@walkerbuildinggroup.com)
- **Location:** Moormans Arm Road between White Creek Pike and Buena Vista Park
- **Time Frame:** January 2024 – May 2024
- **Project Description:** 2 Slab Bridges. There is currently a 3x8 box bridge that they are replacing and adding in a retaining wall. Contracted with Metro Storm Water.
- **Type of Closure:** Full Road closure 24 hours
- **Why Closure is Needed:** Excavation will be too wide for street plates.
- **Public Comment:**
 - There was no public comment at this time.
- **Questions:**
 - WeGo asked if that have pedestrian counts for this area.
 - WalkBike asked how someone north of the closure is going to get to the bus stop.
 - TDOT asked if both culverts will be out at the same time.
 - Walker Building Group stated that both culverts will be out at the same time to help expedite the project. The guardrail also must come down for the retaining wall to go up.
 - NDOT asked what work hours they plan on having for this project.
 - Walker Building Group stated their hours will be 7 am to dark with one crew.
 - It was also asked if the crew has the availability to work on weekends to help expedite the project.
 - TDOT confirmed they will not have any closures on White Creek Pike.
- **Suggestions:**
 - The traffic control plan needs to be redone to removed residential roads from their plan as NDOT does not like to reroute traffic through residential areas.

- Walker Building Group needs to get with the surrounding school to ensure they can run their route through the suggested detour.
 - It was asked if the project could wait until May when school is out. NDOT added that if the project couldn't be pushed then they would need to ensure enough time to coordinate with the schools before the start of the project.
- Emergency routes will need to be cleared and a map given to them with the closures listed ahead of time.
- A pedestrian bridge could be added to help cross pedestrians during the closure.
- WeGo stated that if they know in advance, they can detour pedestrians to another bus stop.
- **Conclusion:** Approve with the below recommendations.
 - Adjust the traffic control plans to remove residential roads.
 - Ensure they coordinate with the school and provide a pedestrian detour for WeGo bus route.
 - Encouraging the crew to work up to 6 days a week during daylight hours to help expedite the project timeline.
 - The project is to keep access open to the local business on the corner.
 - Ensure they coordinate the closure with emergency services and provide a detour map to them ahead of the closure.

2) Wildhorse Saloon Renovation

- **Applicant:** R.C. Mathews Contractor – Ali Gorrell (agorrell@rcmathews.com)
- **Location:** 1st/ 2nd Ave N between Broadway and Church
- **Time Frame:** January 2024 – January 2025
- **Project Description:** Renovation to the Wildhorse Saloon with the addition of a rooftop bar
- **Type of Closure:**
 - Phase 1: Closure of parking lane for dumpster, scaffolding, and loading/unloading on 1st Ave. Keeping sidewalk and two travel lanes of travel open.
 - Phase 2: R.C. Mathews will coordinate with MDHA to make sure they can work around their project. This will be a 3–4-week phase taking place around April – May.
 - Phase 3: R.C. Mathews will be putting a tower crane right against the building. They will need to close the sidewalk, parking lane, and part of the travel lane to allow for crane.
 - The north bound lane will remain open while the south bound lane is closed.
 - Closure should last about a month and half.
- **Why Closure is Needed:** Given the location, there are no workable areas besides using the sidewalk.
- **Public Comment:**
 - There was no public comment at this time.
- **Questions:**
 - NDOT asked if there is enough space for two 10 ft lanes with the barricades.
 - R.C. Mathews stated it is going to be tight, but they are going to try and keep two 10 ft travel lanes. They are happy to do deliveries early to help stay out of traffic flow.
 - WalkBike had a question regarding the placement of one of the detour signs.

- R.C. Mathews stated an updated traffic plan was sent out where this signage has already been removed from the plan after meeting on site with NDOT.
 - Developer representative asked what is happening in the basement.
 - R.C. Mathews stated they must do some structural working in the basement to allow for the rooftop bar to be added.
 - MWS asked if the Wildhorse has already been closed.
 - R.C. Mathews stated the business has already been closed.
 - NES confirmed the power for the crane will be powered by the building.
 - Development representative asked if they would be able to run two-way traffic with police control.
 - NDOT stated we wouldn't want to pause traffic on 1st Ave N since 2nd Ave is also closed.
 - WalkBike asked how they will proceed if there are any big events in the Downtown area.
 - NDOT stated we would have them remove the crane in the case of large events and maintain 2-way traffic flow on 1st Ave.
- **Suggestions:**
 - MWS, suggest they add a physical barrier between the scaffolding and pedestrians.
 - NFD, suggest they route pedestrians to the greenway in the park rather than having a pedestrian travel lane near the building as 10 ft is not enough space for an emergency vehicle. An ariel needs 16 ft to be able to properly set up for a fire. 1st Ave is also the route when Broadway is closed.
 - NDOT stated the 5ft pedestrian lane can be shifted over to create more space for the travel lane in the case of an emergency. NDOT also added that there is not enough space for two travel lanes but if worried people will come down both ways if we give them too much space.
 - R.C. Mathews is fine to use whatever barriers NDOT requires.
 - The group posed concerns that if the barriers are water filled to allow to be shifted then they might also not be the safest for pedestrian use.
 - NDOT stated it is in their policy to try and keep the sidewalk open whenever possible.
 - The group also pointed out a portion of the sidewalk is already closed further up from the 2nd Ave bombing so pedestrians would have to cross to the other side anyway.
- **Conclusion:** Approve with the below recommendations. Please note the WalkBike representative voted against this plan.
 - For phase 3 only the committee is recommending they detour pedestrians to the park's greenway rather than keeping a 5 ft pedestrian travel lane.
 - R.C. Mathews will need to restripe the crossings, add lighting if possible, and get an agreement from parks that will allow them to use the greenway. If the parks department does need to close the greenway for an event or they are unable to get an agreement, then the plan will default to the original detour route as presented in the traffic control plan.
 - NFD stated R.C. Mathews should be able to lease the space from parks during this phase if needed.