

Multimodal Access Closure Advisory Committee Meeting Minutes 01/11/23 (1:30 pm – 3:30 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	No
Sarah Fugate	TDOT Representative	Yes
David Kleinfelter	WalkBike Representative	Yes
Tommy Jones	NDOT Representative	Yes
James Williams	Metro Police Department	No
Wes Hamilton	Contractor Representative	No
Michael Hayes	Developer Representative	No
Lawrence Hutchison	Metro Fire Department	Yes
Steve Mishu	Metro Codes Department	Yes
Ronald Reasonover	Nashville Electrical Services	Yes
Ryan Woodson	Site Plan Engineer	Yes

1) Alta Rochelle South Street

- **Applicant:** Wood Partners – Michael Stock (michael.stock@woodpartners.com)
- **Location:** 1020 Southside Court between 12th Ave. South and South Street
- **Time Frame:** February 2024 – February 2026
- **Project Description:** 355 Unity multifamily project with a wrapped parking garage
- **Type of Closure:**
 - Full sidewalk and parking lane closure on South Street.
 - There will be a protected ped/bike lane – 1 lane will remain open eastbound.
 - Sidewalk and bike lane closure on 12th Ave. South for short periods only as needed.
 - Intermittent closing more on an as needed basis on 12th Ave South.
- **Why Closure is Needed:** There is no room to bring deliveries to the jobsite due to the proximity of the new building to the street. Contractor considered the bike lane and sidewalk along 12th Ave. South but were advised the less busy South Street would be preferable.
- **Public Comment:**
 - There was no public comment at this time.
- **Questions:**
 - WalkBike representative had some question regarding cyclist crossing 12th street on South Street. Bike traffic will merge into vehicular traffic. Suggested having road markings indicating cyclist and vehicular traffic that the bike lane will be merging.
 - NDOT representative asked if there if they have any construction planned in the roadway.
 - Contractor stated they are doing some storm work in the street, but they are aware that they will need to pave this back.
 - How wide is the plan protected pedestrian lane.
 - The lane is 5 ft. There is not enough space for a bike and pedestrian lane, so they opted for sharing the road instead.
 - There still needs to be a way for cyclist to cross since they will be in the left lane.

- The striping for the bike lane will still be on the road, cyclist will just be sharing the road with vehicles. NDOT added they could put a taper where cyclist merge.
 - Share arrows in the roadway letting vehicles and car know they will be sharing the road were requested.
- Are there any cases where bikers have a two-way directional lane – could this be done here on the north lane to have a smaller crossing lane.
 - This could increase the conflict points and create confusion for vehicles turning.
- WalkBike representee had the same question on 12th – what a cyclist is going to do to merge here. South Street is one thing, but it is really a bad idea to have cyclist merge in and out of traffic on 12th.
 - Pedestrians will be using the concrete part to the left of the bike lane as there is utility work that has to be done in the bike lane.
 - Median will be ADA compliant to allow for pedestrians to get up and down the median. If it is ADA compliant then cyclist should be able to use it.
 - Having cyclist dismount is safer than having them merge into traffic.
- Are there any closures that are being asked for that can be done on site.
 - Contractor stated no, there is stormwater under the street that requires intermitting closure, and the South Street is needed to build the building. They only have 8-10 ft offset.
- How the closure would be affected if they must cut across for tie ins.
 - NDOT stated any tie ins would be on a time sensitive basis and coordinated around the closure plan accordingly.
- What would be the negative to putting a crossing down on Archer and not letting them go north of Archer?
 - NDOT stated we do not like to cross pedestrians – prefer to keep them on the same side when possible.
- **Suggestions:**
 - Require share arrows in the roadway and bikes may use full roadway signage on South Street. Signage should be posted in both directions.
 - Consider dismounting bikes on 12th at construction zone and having them share the path with pedestrians during the stormwater phase with proper dismount bike signage.
 - The plan will need to be monitored to make sure the barriers do not get shifted throughout the project.
 - NDOT added we can always make them use another lane of traffic if the pedestrian and bike plan end up having issues as these users are the priority over vehicles.
- **Conclusion:** Approve with the below recommendations.
 - Share arrows and bikes may use full lane signage be added on South Street. Signage should be visible in both directions.
 - During stormwater closures, bikes should dismount and share pedestrian path. Proper bike dismounting signage will be required to be posted.

2) Main St.

- **Applicant:** Garney Construction – Tony Naredo (tony.naredo@garney.com)
- **Location:** Main St. to Gallatin Ave. between 5th Street and Eastland Ave.

- **Time Frame:** February 2024 – January 2025
- **Project Description:** Working with MWS for the installation of new water line.
- **Type of Closure:** One lane in westbound lane will be closed during the life of the project, starting at 5th Street and progress eastbound along Main Street towards Gallatin and Eastland.
 - During work hours the lane closure will be changed to a two-lane closure. 90% of the waterline it is against the curb, with the second lane needed mainly for excavation.
 - Will have flaggers to let traffic out during work hours. After work hours everything will be either plated, pinned, or paved.
 - One lane of traffic will be maintained in each direction.
 - Would only do sidewalk closures for fire hydrants or outdated meter boxes.
- **Why Closure is Needed:** The new water line is in the first and second lane. There will be two excavators, trucks, and pipe in the street to install the new line.
- **Public Comment:**
 - There was no public comment at this time.
- **Questions:**
 - Realistically hoping to be done in a year but unable to control if there is rock.
 - Work is 90% in roadway – sidewalk will remain open with fencing.
 - Can the diversion plan can be the main option over closing the sidewalk.
 - If NDOT will work with contractor to make it two lanes – don't want to put pedestrians to close to the work.
 - What to divert when possible but don't want to commit to this being the main plan in case, they are unable to divert.
 - There are 26 fire hydrants in this area.
 - They have a day crew and night crew for this project. Working hours will be from 6 am to 6 pm and will switch over service to be done at night for tie ins.
- **Suggestions:**
 - No additional suggestions were given for this project.
- **Conclusion:** Approve.

3) KVB St.

- **Applicant:** Turner Construction – Steve Shockley (sshockley@tcco.com)
- **Location:** Koreans Veterans Blvd / 1st Ave between 1st Ave and Bridge
- **Time Frame:** February 2024 – April 2024
- **Project Description:** Multifamily Highrise/office/retail – sewer upgrade
- **Type of Closure:** Phased work (1a, 1b, 2, and 3)
 - Phase 1a and 1b: complete closure of 1st Ave – first phase will be a 24-hour operation.
 - Phase 2: Closure of 3 lanes of KVB
 - Phase 3: Night work on eastbound lanes of KVB
- **Why Closure is Needed:** Upgrading existing sewer lines and existing manholes to tie in.
- **Public Comment:**
 - There were two members from the public representing the 222 2nd Ave S building.
- **Questions:**
 - How long for phase 1 – slated for 3 weeks but hoping to do it in much less, depends on what is under the asphalt.

- **Suggestions:**
 - Project will be heavily run by NDOT and police presence.
 - Need to obtain TDOT permit and coordinate project with TDOT. Need to confirm permit and time frame. Tommy Jones can work on paving coordination.
 - Pothole for all the utilities and confirm design matches what is proposed.
 - Additional police officers may be required on KVB.
 - Conditional approval dependent upon the requirement of pot holing and providing a more detail bike and pedestrian plan.
 - Need to have a stakeholder plan to reach out to the affected people including downtown partnership. Need a public facing plan.
 - NDOT has an upcoming stakeholder meeting with downtown partnership, and they will put the plan into this meeting once approved.
 - NDOT is also suggesting they do a press release as a requirement.
 - NFD to get back on the ariel requirements for 1st Ave.
- **Conclusion:** Approve with the below recommendations. Please note Ryan Woodson abstained for the vote.
 - Ensure the contractor has a TDOT permit in place before work can begin.
 - Additional police presence may be required depending on traffic needs.
 - Pothole for utilities and verify that the current design works. Approval will be contingent upon these findings since utility locations have not been confirmed.
 - Provide more detailed bike and pedestrian detour traffic control plans.
 - Provide public facing stakeholder plan to clarify to those in the impacted area. This plan should also layout fire department and emergency access routes.