

## Traffic and Parking

SECTION:  
**Parking**

POLICY NO.: 2022-02

SUBJECT:  
**Parking on Narrow Streets**

EFFECTIVE: January 31, 2023

PAGE: 1

APPLIES TO:  
**NDOT**

NEW ISSUE  
 PARTIAL REVISION  
 COMPLETE REVISION

**PURPOSE:**

The objective of this policy is to ensure that parking on narrow public streets is managed in an equitable, sustainable, consistent, and transparent manner across the whole of Metro.

**POLICY:**

This policy adheres to The Code of The Metropolitan Government of Nashville and Davidson County Chapters 12.40.060 and 12.40.070. This policy will provide guidance on how best to ensure safe/efficient passage of vehicles (especially emergency vehicles) on NDOT streets.

- A.** There are many public streets in Nashville and Davidson County where there is limited ability to park on the street which has led to complaints from motorists and businesses. Parking on public streets reduces the effective width for vehicular flow and obstruct the passage of emergency vehicles, garbage trucks, and other large vehicles. Driver visibility may be reduced, especially where densely parked vehicles reduce the visibility of children and other pedestrians between parked vehicles. Sideswipe crashes with parked vehicles may increase. Despite disadvantages of parking on narrow streets, street parking can actually help to reduce speeds, improve pedestrian and bicycle safety, and generally improve livability by calming traffic on wider streets.
- B.** Per Chapter 12.40.070 of the Metro Code, no one shall park any vehicle on a street in any way that leaves less than 12 ft of roadway width remaining for movement of vehicular traffic.
- C.** With specific street exceptions listed in Chapter 12.40.070, NDOT has the authority and discretion to erect signage to restrict parking on one or both sides of any street that has less than 20 ft of pavement width, and to erect signage to restrict parking on one side of a street that has less than or equal to 30 ft of pavement width. Parking restrictions on streets with more than 30 ft of pavement width requires a successful petition and the approval of the Metro Traffic & Parking Commission and is recorded in Schedule VII of the Metro Traffic Schedule.
- D.** When NDOT receives a request to evaluate parking restrictions on a street in accordance with this policy and Metro Code. A request for parking restrictions on a street that exceeds 30 ft must include a petition (provided by NDOT) and signed by the property owners whose properties abut the street(s) where parking will be restricted. The petition requires a

consensus of three-fourths of affected property owners. On a street less than or equal to 30 ft that is more susceptible to safety and operational impacts of on-street parking, a council member(s) and HOA (if applicable) must agree on a preferred no parking signing scheme to be reviewed and approved by NDOT Engineering prior to implementation. If consensus cannot be achieved, NDOT reserves the right to implement a signing scheme to ensure emergency vehicles are provided safe passage on a street less than or equal to 30 ft.

**E. Existing Condition Guidelines**

<b>Existing Condition Guidelines</b>		
<b>CURB TO CURB WIDTH</b>	<b>ONE WAY TRAFFIC</b>	<b>TWO WAY TRAFFIC</b>
<b>&gt;30'</b>	PARKING ON BOTH SIDES	PARKING ON BOTH SIDES
<b>24' TO 27'</b>	PARKING ON ONE SIDE	PARKING ON ONE SIDE
<b>20' TO 23'</b>	PARKING ON ONE SIDE	NO PARKING
<b>&lt;20'</b>	NO PARKING	NO PARKING

Note:

1. Table recommendations maintain 12' or greater passage width required by code.
2. Table assumes an 8' parking space width.

REVISION NO.: 0

ISSUED BY: Jason Oldham

REVISION DATE: