



METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

**FREDDIE O'CONNELL
MAYOR**

**NASHVILLE DEPARTMENT OF TRANSPORTATION
AND MULTIMODAL INFRASTRUCTURE**

MEMORANDUM

TO: Metropolitan Traffic and Parking Commission

FROM: Jason Oldham, Assistant Chief of Engineering,
Nashville Department of Transportation

DATE: November 6, 2023

SUBJECT: November 13, 2023, Traffic and Parking Commission Agenda Analysis

PURPOSE:

Provide an overview of all items on the upcoming Metropolitan Traffic and Parking Commission agenda to ensure that commission members have the information necessary for discussion and action prior to the commission meeting.

Commissioners are encouraged to contact Nashville Department of Transportation (NDOT) staff prior to the meeting with any questions.

STAFF ANALYSIS:

Consent Agenda

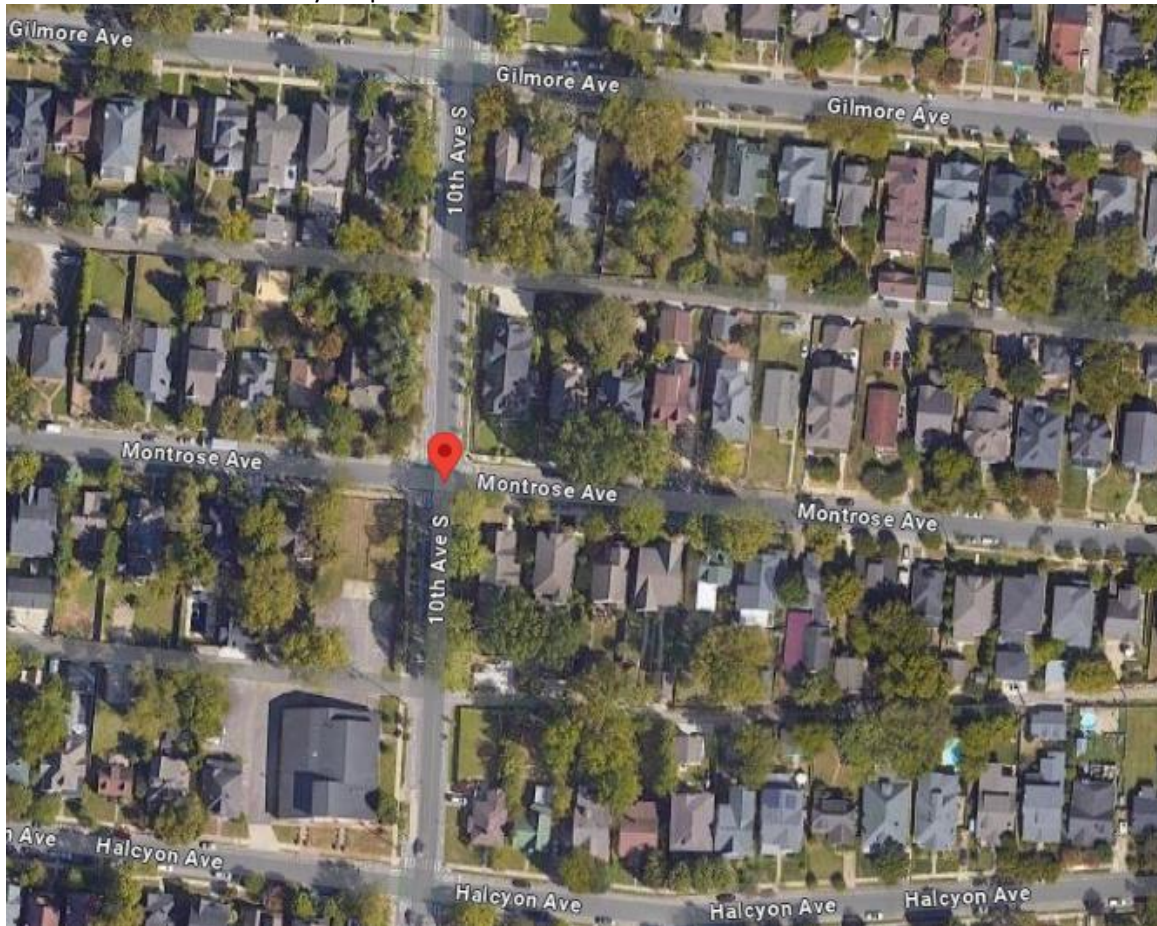
5.1 CD 18: Authorization for All-Way Stop at Montrose Ave & 10 th Ave S, requested by NDOT.

Analysis: This intersection is currently configured with two-way stop control on Montrose. Travel lane widths are about 11 ft, with buffered bicycle lanes (on 10th Ave S) and crosswalks also present for all four crossings. There were no issues observed with geometric alignment nor sight distances.

Stop control is requested for 10th Ave S. This intersection has been analyzed by NDOT and found to have had 6 angle crashes over an 11 month period, thus meeting MUTCD warrants for all-way stop control. Traffic volume analysis was not required to meet the requirement for an all-way stop and was not performed with the intersection study.

Recommendation: Authorize all-way stop control for Montrose Ave and 10th Ave S.

Consent Item 5.1 – Vicinity map of Montrose Ave & 10th Ave S



Consent Item 5.1—Street view of Montrose Ave & 10th Ave S



5.2 CD 02: Mandatory referral 2022M-003-AB-001, a request for the abandonment of a portion of Lock Road right-of-way and easement between Maps 07109004800 and 07113000100, requested by Dale & Associates.

Analysis: This mandatory referral was originally placed before the June 13, 2022, Traffic & Parking Commission, and is re-presented to the Commission in November 2023 on the consent agenda. At previous meeting, this item was withdrawn from the agenda without a vote to approve or disapprove.

This mandatory referral will abandon unused right-of-way on Lock Road from the west side of Baptist World Center Drive westward to a washed out box culvert to Pages Branch, a culvert that Metro has determined to be on private property. This section of Lock Road has been physically abandoned for 30 years or more, perhaps back to the incorporation of Metro in 1963. An NDOT review of historical plats showed that Lock Rd was already in existence in the nineteenth century and likely was the original antebellum Whites Creek Pike.

The process of road closure and abandonment was begun in 2022 but has been delayed to evaluate access for a Metro greenway. When the property was rezoned in 2018, conditions of future development stipulated a greenway access easement and coordination of greenway access with Metro. According to the applicant, the bifurcation by this forgotten road of the two adjacent parcels prevent any reasonable or beneficial use of the land for growth of the city.

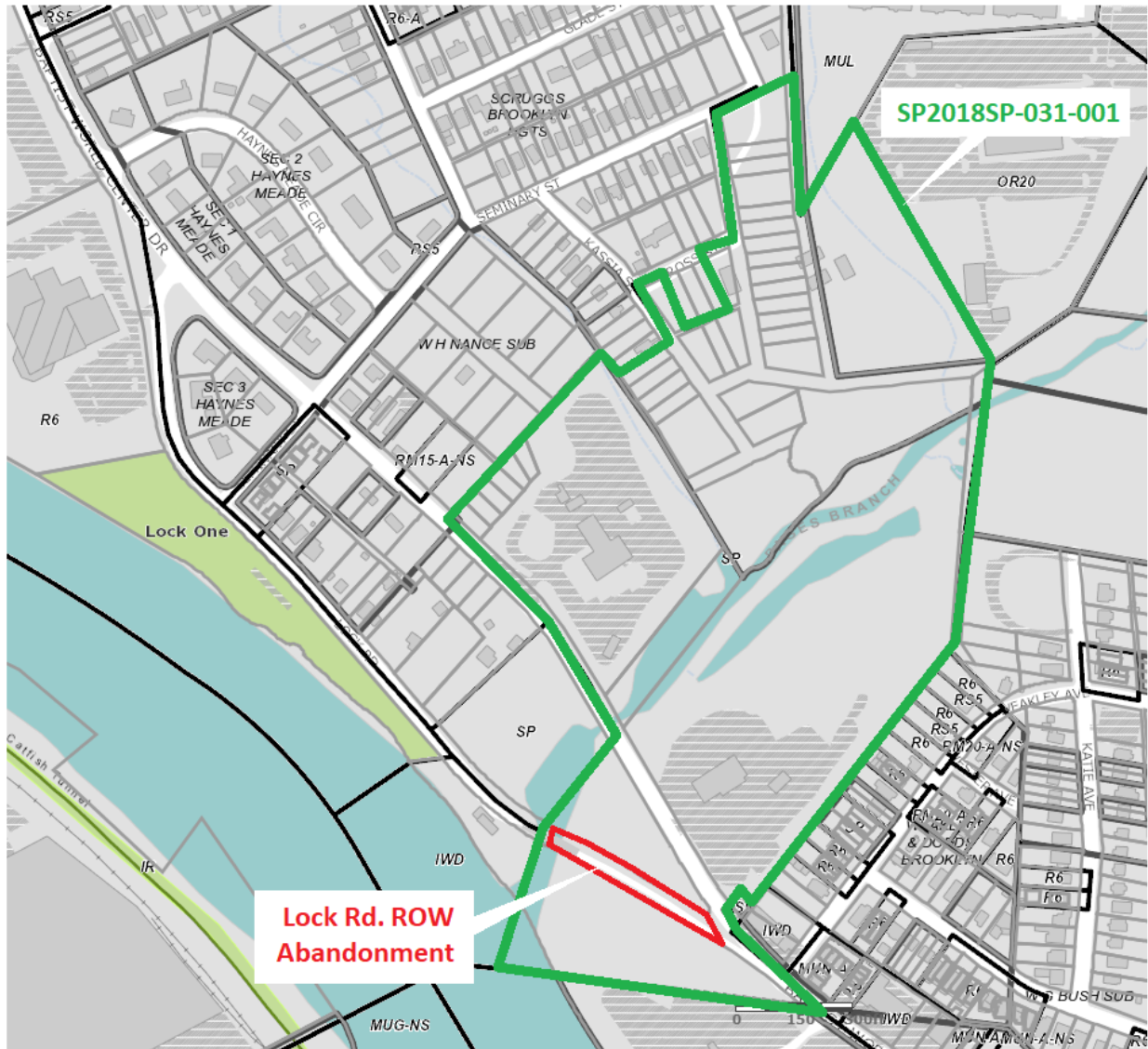
This mandatory referral has been approved with conditions by the Metro Planning Commission. It has been reviewed by other Metro agencies, including the Metro Parks Department. The Metro Department of Law is currently preparing Council legislation for this abandonment.

Recommendation: Approve mandatory referral 2022M-003-AB-001.

Consent Item 5.2—Lock Road ROW abandonment



Consent Item 5.2—Lock Road SP zoning



Consent Item 5.2—View of the end of Lock Rd from the northwest side of Pages Branch



Regular Agenda

6.1 CD 19: Revocation of existing valet lane at 223 Rep John Lewis Way (Woolworth Theater) and authorization for new Pay Parking from 10AM to 7AM / 7 days, requested by NDOT.

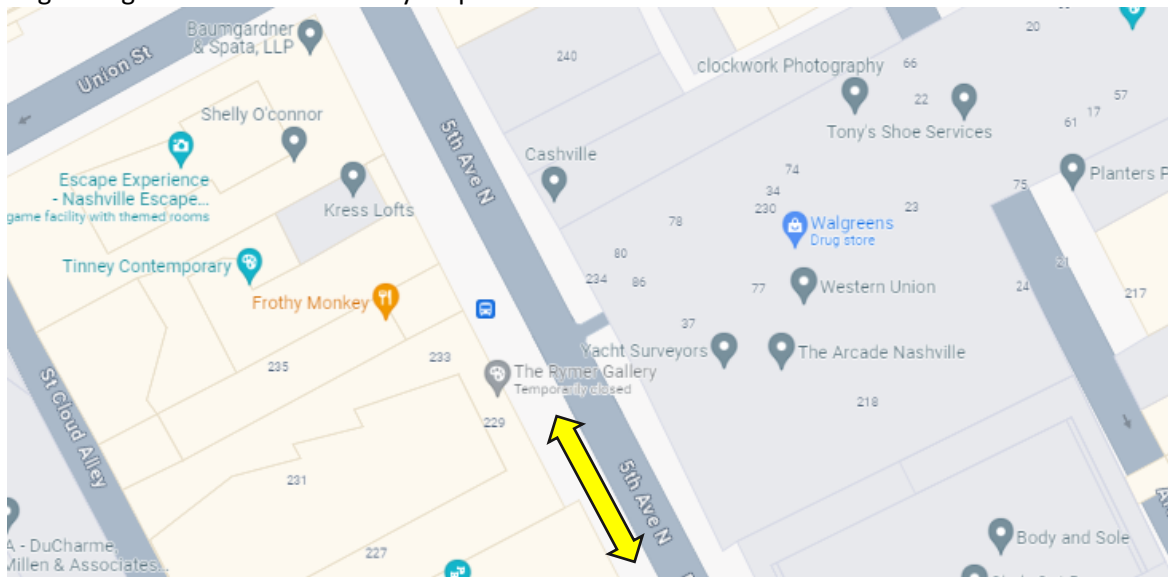
Analysis: This valet lane across from the Arcade is co-located with a Loading Zone that runs from 7AM to 10AM every day. The valet is no longer in use, and NDOT requests to convert the four spaces into new Pay Parking when not in use as a Loading Zone.

Recommendation: Remove Valet Parking at 223 Rep John Lewis Way and approve new Pay Parking from 10AM to 7AM, 7 days per week.

Regular Agenda Item 6.1—Revocation of Woolworth Theatre and addition of new Pay Parking



Regular Agenda item 6.1—Vicinity map of Woolworth Theatre

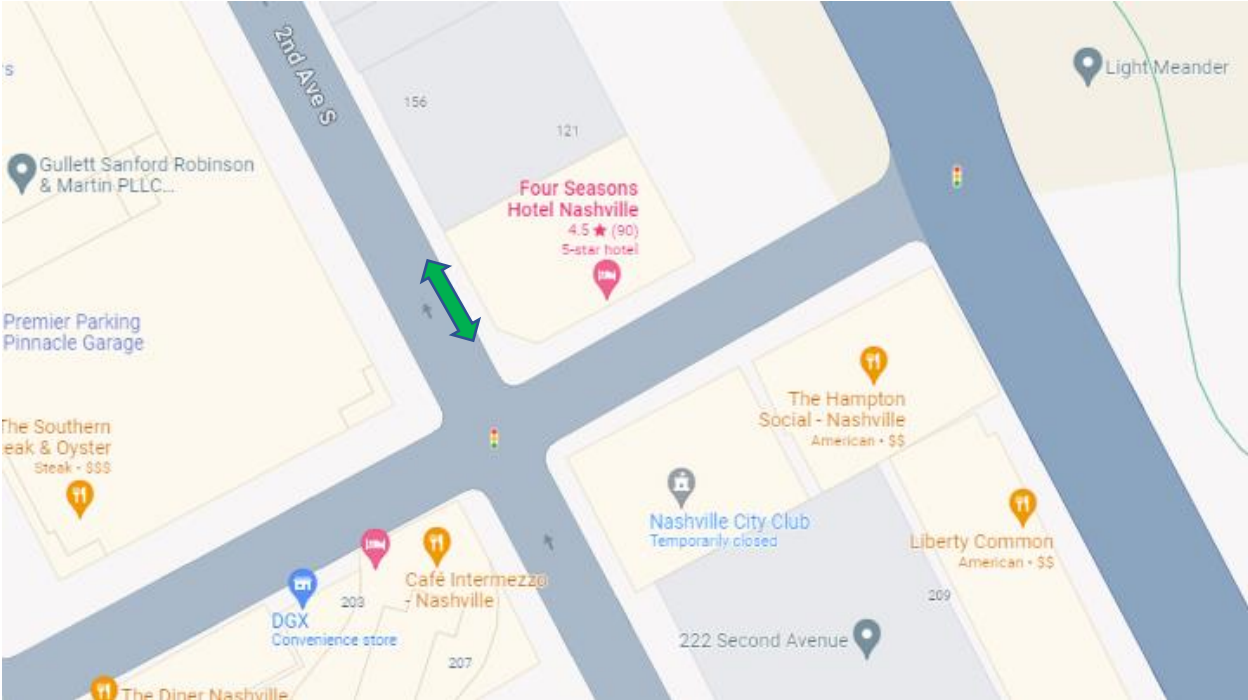


6.2 CD 19: Approval to remove existing passenger loading zone at 160 2nd Ave S (Four Seasons Hotel), thirty feet north of Demonbreun and authorization for a new 50-ft valet lane at this location effective 10AM-8PM / 7 days, with a Passenger Loading Zone during all other times, requested by NDOT.

Analysis: The Four Seasons Hotel has requested a valet lane to be co-located with the existing passenger loading zone on the east side of 2nd Ave S, just north of Demonbreun St. The proposed 50-ft valet lane will be in operation from 10AM to 8PM every day. During other times, this will be a passenger loading zone.

Recommendation: Approval of new 50-ft Valet Lane on east side of 2nd Ave S and 30 ft north of Demonbreun St, effective from 10AM to 8PM every day and a Passenger Loading Zone during all other times.

Regular Agenda Item 6.2—Valet Lane for Four Seasons vicinity map



Regular Agenda Item 6.2—Existing Passenger Loading Zone at Four Seasons



6.3 CD 19: Authorization to relocate existing loading zone on the north side of Terrace Pl east of 21st Ave S to the south side of Terrace Pl near the same location, requested by NDOT.

Analysis: NDOT requests to move the existing loading zone on the north side of Terrace Place to the south side of Terrace Pl. Located about 30 ft east of 21st Ave S, this one-space loading zone has effective hours from 6am to 9am.

The existing loading zone is in the travel lane of westbound traffic on Terrace Pl. With the relocation, the loading zone will be co-located in the pay parking lane on the south side of Terrace Pl. The north side will be signed for No Parking.

Recommendation: Remove existing loading zone on north side of Terrace Pl at 21st Ave S. Add new loading zone on south side of Terrace Pl at 21st Ave S, with the effective hours unchanged.

Regular Agenda Item 6.3—Relocation of loading zone on Terrace Pl

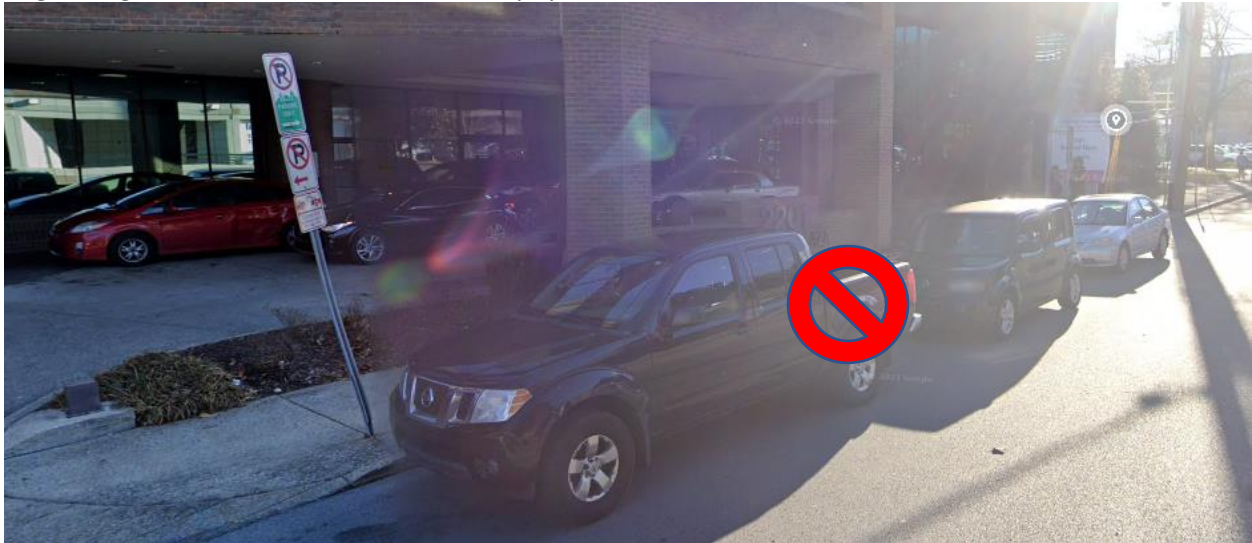


6.4 CD 19: Revocation of unused valet lane at 2201 Murphy Ave and replacement with No Parking Anytime on the south side of Murphy Ave west of 22nd Ave N, requested by NDOT.

Analysis: This location on Murphy Ave was formerly used as a three-space valet lane but is no longer in use. NDOT has received complaints about parked vehicles restricting driveway access on Murphy Ave. With the removal of this valet signage, NDOT will extend the existing No Parking zone on the south side of Murphy Ave at this location.

Recommendation: Authorize removal of valet lane on south side of Murphy Ave west of 22nd Ave N.

Regular Agenda Item 6.4—Removal of Murphy Ave valet zone

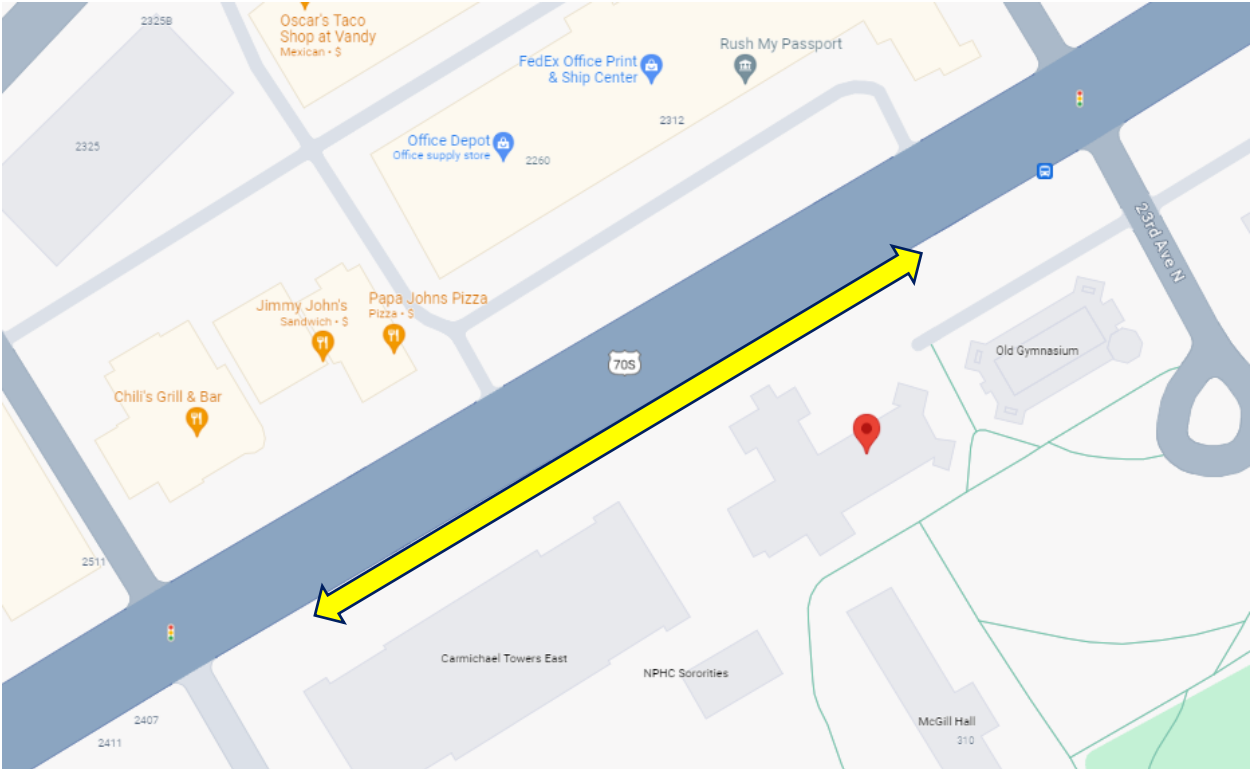


6.5 CD 18: Reauthorization for 29 Pay Parking spaces at 2305 West End Ave, requested by Vanderbilt.

Analysis: At the September 2021 Traffic & Parking meeting, the Commission authorized relocation of 29 parking meters from West End Ave at the request of Vanderbilt to facilitate the university’s ongoing construction projects. At this time the 29 pay parking spaces that were removed can be restored at 2305 West End Ave.

Recommendation: Re-authorize Pay Parking on south side of West End Ave between 23rd Ave N and 24th Ave N.

Regular Agenda Item 6.5—Vicinity map of 2305 West End Ave



6.6 CD 19: Authorization for new valet lane at 2 Lea Ave effective 10:30AM-11PM / 7 days, requested by A+ Parking Services LLC on behalf of Harpers Steakhouse.

Analysis: A+ Parking requests approval for a valet lane on for Harpers Steakhouse every day from 10:30 AM to 11 PM. The valet will use the existing parking cut out on the west side of Lea Ave south of Peabody St. Length is approximately 75 ft.

Recommendation: Approval of valet lane, 10:30 AM to 11PM / 7 days.

Regular Agenda Item 6.6—Valet lane on Lea Ave



6.7 CD 19: Authorization for new loading zone hours from 7AM-6PM Mon-Sat to 24/7, on the east side of 3rd Ave S from the pedestrian bridge to Demonbreun St, requested by NDOT.

Analysis: NDOT requests authorization to extend loading zone hours on the east side of 3rd Ave S to 24/7. The loading zone is between the Pinnacle Building garage driveway and the pedestrian bridge. South of the garage driveway is a No Parking zone all the way to Demonbreun St.

Recommendation: Approve new loading zone hours on the east side of 3rd Ave S, 24/7.

Regular Agenda Item 6.7—New loading zone hours for 3rd Ave S



Regular Agenda Item 6.7—Street view of Pinnacle Building loading zone



6.8 CD 18; Authorization to convert one space from Pay Parking to a new Loading Zone, effective 24/7, on the south side of Belcourt Ave at 2111 Belcourt Ave, requested by AB Hillsboro Village.

Analysis: AB Hillsboro Village requests to convert one Pay Parking space into a new Loading Zone, effective 24/7 on the south side of Belcourt Ave. While there is an alley behind the building at 2111 Belcourt Ave, the front of the building is not easily accessible from the alley for loading equipment into this music and event venue.



Recommendation: Approve new loading zone, effective 24/7 and not exceeding 25 ft in length, on the south side of Belcourt Ave, west of 21st Ave S.

7.1 CD 5: Authorization for a new traffic signal at Dickerson and Whites Creek Pike, requested by NDOT.

Analysis: Metro Planning wants to use CHIP (Community Housing Infrastructure Program) funds to improve pedestrian infrastructure near the 900 Cleveland MDHA development, which is currently under construction at the NW corner of Dickerson and Cleveland. The CHIP program is designed to use Metro funds for developers to install pedestrian safety improvements during construction.

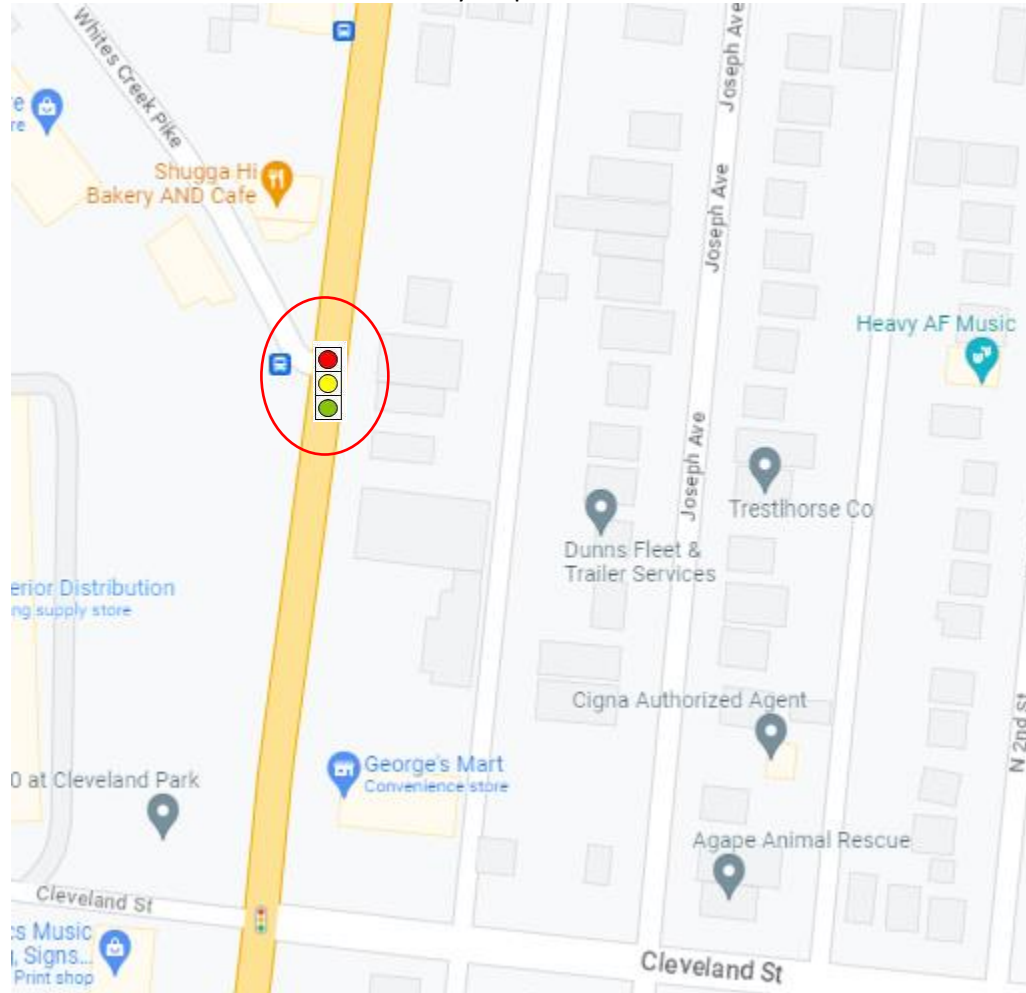
A new traffic signal is proposed for Dickerson and Whites Creek Pike based on the crash history at the intersection (6 angle crashes, including a fatality, in the last 12 months) and anticipated foot traffic across Whites Creek Pike from future residents. The proposed improvements include a pedestrian median on the Whites Creek Pike approach to slow down drivers making a northbound left turn from Dickerson Pike onto Whites Creek. A signalized pedestrian crossing would have accomplished the goal of getting pedestrians safely across Dickerson Pike, but a full signal protects the Whites Creek crosswalk and also improves safety for drivers trying to turn onto Dickerson Pike from Whites Creek Pike.

An analysis of the signal warrant shows that the proposed signal meets warrants 1, 2, 3, and 7, particularly the crash warrant. Due to the adjacent signalized intersections at Dickerson/Douglas 2000 ft

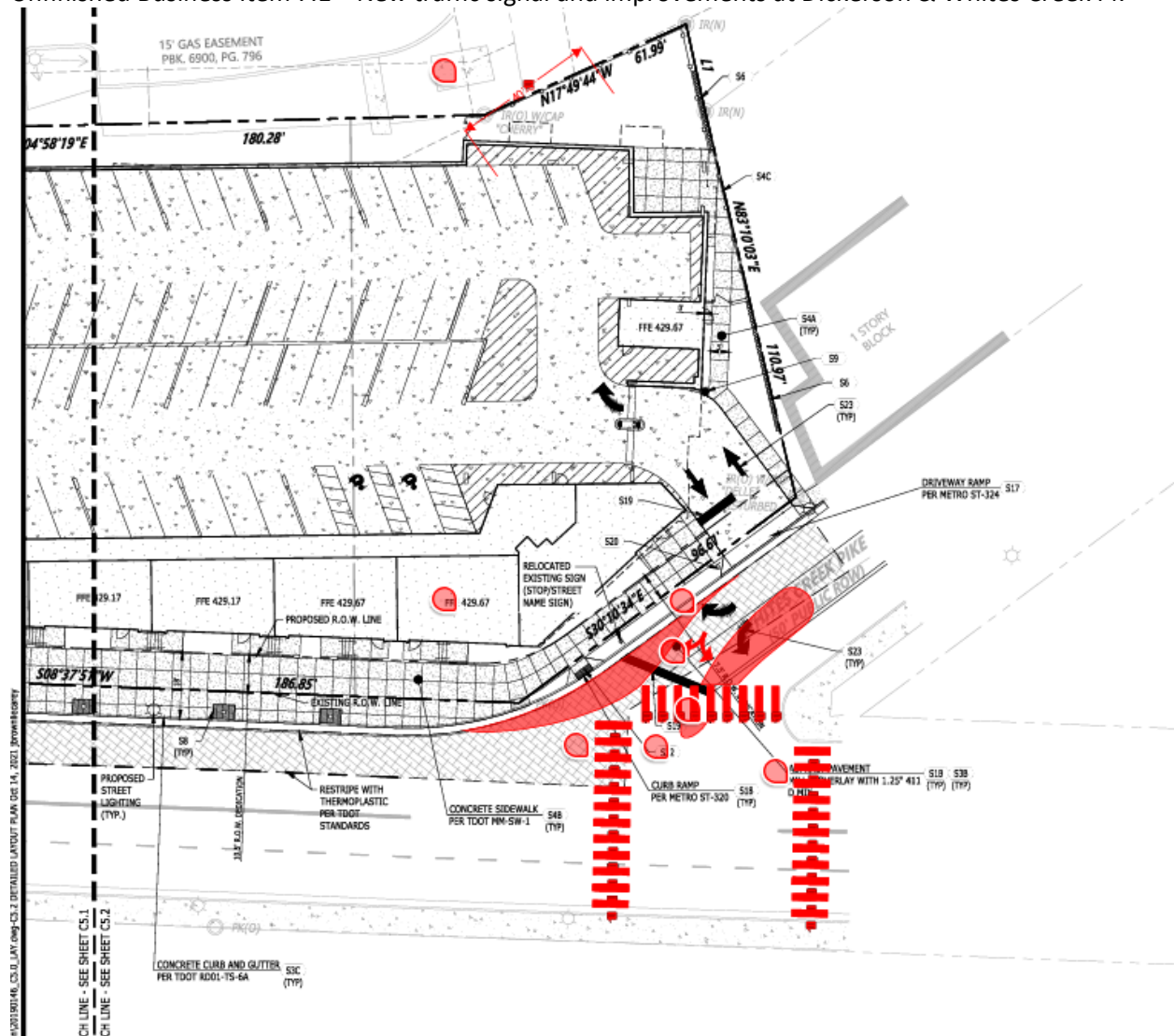
to the north and Dickerson/Cleveland 500 ft to the south, a new signal at Dickerson/Whites Creek Pk will need to run in coordination with these existing signalized intersections.

Recommendation: Approve new traffic signal at Dickerson Pike and Whites Creek Pike.

Unfinished Business Item 7.1—Vicinity map of Dickerson & Whites Creek Pk



Unfinished Business Item 7.1—New traffic signal and improvements at Dickerson & Whites Creek Pk



7.2 CD 31: Authorization for truck restriction, No Trucks Over 16,000 lbs. on Battle Road from Burkitt Rd to the Williamson County Line, requested by NDOT, SR 1733513.

Analysis: Battle Road is a rural, winding road with two lanes, each about 10-ft in width. There are multiple sharp turns and there is little or no shoulder. Battle Road runs from Burkitt Rd south and west into Williamson County where truck traffic is restricted. This request will prohibit trucks exceeding 16,000 pounds, except for deliveries.

At the October 9, 2023, meeting of the Commission, the Chair and Commissioner Mason asked the question whether a truck that exceeds the restricted weight limit could still access Battle Rd if needed for construction purposes. The Metro Legal Department has researched this matter and advises that vehicles over the weight limit can indeed use the road to deliver and pick up materials. Additionally, the operator

of a vehicle over the limit can seek a special permit from NDOT to use the road pursuant to Metro Code Section 12.36.080.

Metro Legal provides the following analysis:

Chapter 12.36 of the Metro Code governs size, weight, and load restrictions.

Section 12.36.110 governs “load restrictions”. Subsection (A) provides:

When signs are erected giving notice thereof, no person shall operate any vehicle with a gross weight in excess of the amounts specified at any time upon any of the streets or parts of streets described in Schedule IX (which is on file with the Commission). . . .**except that such vehicles may be operated thereon to actively deliver or pick up materials or merchandise** and then only by entering such street at the intersection nearest the destination of the vehicle and proceeding thereon no farther than the nearest intersection thereafter.

Subsection (B) of 12.36.110 states that vehicles in excess of the gross weight may stand or be parked to actively deliver or pick up merchandise on streets described in Schedule IX.

Additionally, Section 12.36.080 authorizes NDOT to issue a special permit (at the direction of the Commission) authorizing the applicant to operate or move a vehicle or combination of vehicles of a size and weight or load exceeding the maximum upon any highway under the jurisdiction of the Commission and sets forth the application requirements.

Section 12.04.120 defines “highway” as “the entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.”

Recommendation: Authorize truck restriction over 16,000 lbs. on Battle Rd from Burkitt Rd to the Williamson County line.

Unfinished Business Item 7.2—Battle Rd street view of 90-degree turns



Unfinished Business Item 7.2—Battle Rd vicinity map

