



**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:** January 3, 2024

**SUBJECT:** January 8, 2024, 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**

**Regular Agenda**

6.1 CD 13: Authorization to lower posted speed limit on Bell Road from Blackwood Dr to Smith Springs Rd from 50 mph to 40 mph, requested by NDOT.
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*Analysis: Bell Rd from Smith Springs Rd to Blackwood Rd is classified as a Rural Scenic Arterial Boulevard (T2-R-AB-2-S) located along the west side of J Percy Priest Reservoir. This segment of Bell Rd is approximately 4.44 miles long connecting a mixed-use segment in the south to a residential segment in the north. Image 1 is a screen shot of NDOT's parcel viewer application with road classifications. The road is classified as rural however, the segment is shorter than the average length of typical rural segments (10 miles) and it includes a bike path. NDOT ran two types of analysis. One under a Rural town context and the other under a Rural context.*

Regular Agenda 6.1—Bell Rd speed limit reduction



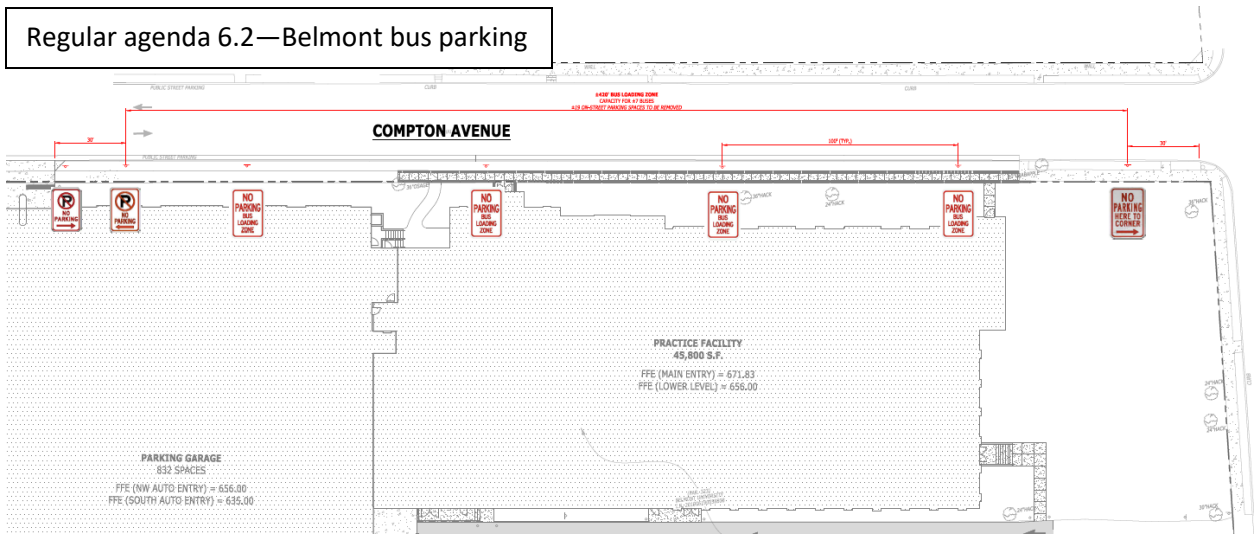
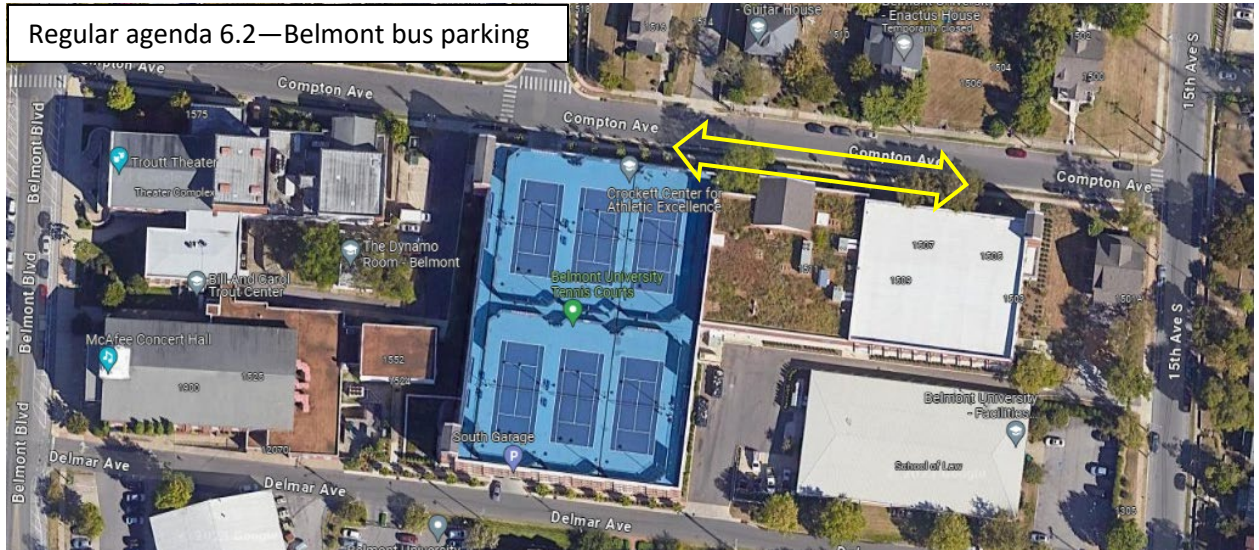
*NDOT performed a speed study of the Bell Rd corridor from Smith Springs Rd to Blackwood Rd (LM 1.435 to LM 5.872). Using the guidance from NCHRP Research Report 966, outlining the speed limit setting procedure, the NDOT traffic engineering team determined the recommended posted speed limit for this segment of the Bell Rd corridor to be reduced from 50 mph to 40 mph.*

*The traffic team at NDOT calculated an 85th and 50th percentile speed of 46.9 MPH and 40.3 MPH. Bell Road from Smith Spring Road to Blackwood Rd is a Scenic Arterial within a rural environment; however, given the short distance of the segment; presence of bike paths in both directions; and proximity to suburban and mixed-use areas, the analyst found it necessary to run a Developed and Underdeveloped scenario. In both cases the results suggested a speed reduction to 40 MPH. This is 5 MPH lower than the recommended minimum speed limit on rural arterials in Nashville Next Volume V: Access Nashville 2040, however average speeds are close to 40 MPH and the segment functions like a suburban arterial. NDOT recommends lowering the speed limit on Bell Rd from Smith Spring Road to Blackwood Road from 50 MPH to 40 MPH.*

**Recommendation: Authorize posted speed limit reduction on Bell Rd between Smith Springs Rd and Blackwood Rd from 50 mph to 40 mph.**

**6.2 CD 18: Authorization for a 420 ft bus-only parking zone 24/7 on the south side of Compton Ave between Belmont Blvd and 15<sup>th</sup> Ave S, requested by Belmont University.**

*Analysis: Belmont University recently completed construction of the Crockett Center on Compton Ave, including a parking garage. Compton Ave is configured for two travel lanes, and measures 32 ft from face of curb. This request is for a 420-ft +/- bus parking lane, to accommodate simultaneous storage of up to 7 bus vehicles. The equivalent to parking for about 19 passenger vehicle spaces.*



*Metro Code § 12.48.10 gives authority to the Traffic & Parking Commission to establish passenger and freight loading zones. Section 12.48.030 restricts standing in a passenger loading zone to a period not exceeding three minutes. Section 12.48.050 restrictions standing in a freight loading zone to 30 minutes or less. The recommendation for bus parking instead of bus loading is to avoid loading zone time limits for bus vehicles attending Belmont events, as well as to reduce the likelihood of double*



*parking on Compton. Full size buses are unable to park inside the adjacent parking garage, and it's not feasible for bus passengers to embark or disembark within the 3-minute time limit for passenger loading zones.*

Regular agenda 6.2—Belmont bus parking

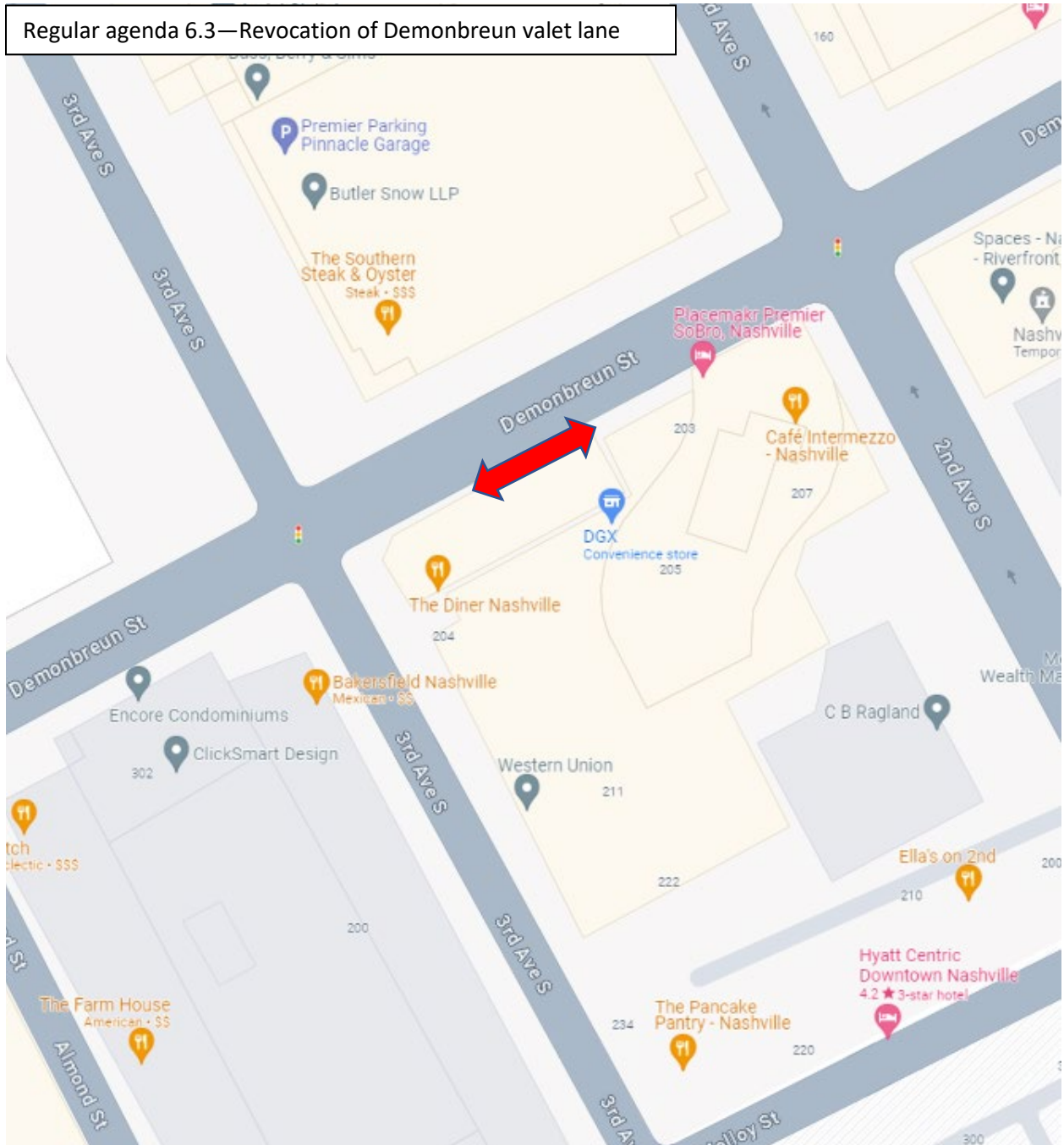


**Recommendation: To defer one month a 420-ft bus parking only lane, 24/7, on the south side of Compton Ave west of 15<sup>th</sup> Ave S.**

6.3 CD 19: Revocation of existing valet lane south side of Demonbreun between 2<sup>nd</sup> Ave and 3<sup>rd</sup> Ave South and authorization for No Parking 24/7, requested by NDOT.

*Analysis: This location has not been used as a valet lane for several years. The general manager of The Diner restaurant indicated to NDOT that there are no plans to operate a valet lane. Currently the valet space is typically used by MNPD police vehicles or for illegal parked cars. With the revocation of the valet lane, NDOT will install new No Parking signs to facilitate traffic on Demonbreun St. The valet lane conflicts with the trash access door to the Diner Restaurant.*

Regular agenda 6.3—Revocation of Demonbreun valet lane



Regular agenda 6.3—Revocation of Demonbreun valet lane



**Recommendation: Revoke existing valet zone on south of Demonbreun St between 2<sup>nd</sup> Ave S and 3<sup>rd</sup> Ave S and replace with No Parking or Standing 24/7.**



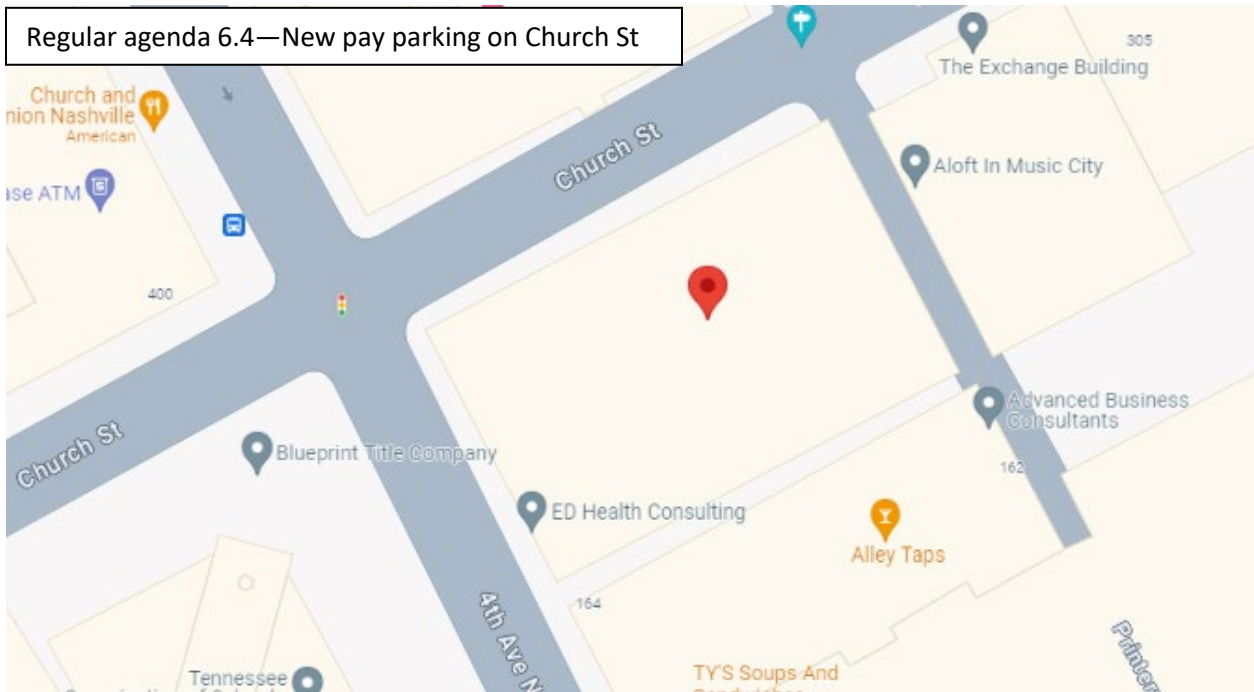
6.4 CD 19: Authorization for new Pay Parking, 6PM—6AM 7 days, on the south side of Church Street from 4<sup>th</sup> Ave North to Printers Alley outside of existing Loading Zone hours, requested by NDOT.

*Analysis: Located on the south side of Church St between 4<sup>th</sup> Ave N and Printers Alley, this pull-off areas is already approved for use as a daytime loading zone from 6AM to 6PM. This request will establish pay parking during nighttime hours, 6PM to 6AM. The length of this parking pull-off is about 125 ft +/- and can accommodate about five parked passenger vehicles.*

Regular agenda 6.4—New pay parking on Church St



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**Recommendation: Authorize pay parking on the south side of Church St from Printers Alley to 4<sup>th</sup> Ave N, effective 6PM—6AM, 7 days.**

6.5 CD 19: Approval to waive metered parking fees on Gay St Connector from 1<sup>st</sup> Ave N to the Woodland St bridge for a weekly series of events for homeless outreach, requested by People Loving Nashville.

*Analysis: The non-profit called People Loving Nashville operates a service for the homeless downtown that provide showers, clothing, food, and outreach every Monday evening. They set up at 3pm and end at 9pm. The nonprofit, with Metro's assistance, seeks to move this service from Union St to Gay St Connector. NDOT is requesting this request to be added to the agenda for waving parking fees due to lost revenue, as there are 53 metered spaces on Gay St that are affected by this request. The maximum annual amount of lost parking revenue for 53 spaces, six hours per week, for 52 weeks is calculated at \$37,206, assuming 100% paid utilization.*

Regular agenda 6.5—Parking fee waiver for homeless outreach on Gay St Connector



**Recommendation: Approval of parking fee waiver for homeless outreach by People Loving Nashville on Gay St Connector.**



6.6 CD 19: Authorization for new parking time restriction, 2-hour maximum from 6AM—6PM, on the north side of Herman St between 14<sup>th</sup> Ave N and 16<sup>th</sup> Ave N, requested by developer.

*Analysis: A developer’s representative requested five 15-minute time limited parking spaces on the north side of Herman St between 14<sup>th</sup> Ave N and 16<sup>th</sup> Ave N. NDOT requests that the time limit be 2 hours for the entirety of Herman St from 14<sup>th</sup> Ave N to 16<sup>th</sup> Ave N. The developer’s request was accompanied by a submittal showing curbside improvements on the north side of Herman St. These improvements are proposed to be done by others developing another SP building project, and the time frame for completion is TBD.*

*Herman St is configured for two-way traffic, with an available pavement width of about 30 ft +/- . This width is sufficient for parking on one side of Herman, but not for both sides without restricting traffic to yield flow movements. The south side of Herman St has existing parking restrictions and a WeGo bus stop at the corner of Herman and 14<sup>th</sup> Ave N. There is a controlled-access parking garage inside the SP development at this location, and there is a designated loading zone in a pull-off on the south side of Herman St. The remainder of the south side of Herman St has No Parking signage.*



Regular agenda 6.6—Herman St timed parking limit



**Recommendation: Approve 2-hour limited parking 6AM—6PM, 7 days, on the north side of Herman St from 14<sup>th</sup> Ave N to 16<sup>th</sup> Ave N.**



**Unfinished Business**

7.1 Valet Fee Policy update.

*Analysis: Status update only.*

**Recommendation: N/A**

7.2 Expansion of downtown No Vending zone between Korean Veterans Blvd and Peabody St and between 8<sup>th</sup> Ave S and 9<sup>th</sup> Ave S, requested by CM Kupin.

*Analysis: This request to expand the downtown No Vending area was introduced at the December 2023 Traffic & Parking meeting, and is presented before the Commission this month for a vote to approve extending the No Vending zone one block south to Peabody and one block west to 9<sup>th</sup> Ave. A letter was mailed on 12/20/23 to registered sidewalk vendors of the proposed change requested by CM Kupin.*



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**FREDDIE O'CONNELL  
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**NASHVILLE DEPARTMENT OF TRANSPORTATION  
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December 19, 2023

RE: Notice to Sidewalk Encroachment Permit Holders

Dear Permit Holders,

As Metro Nashville continues to improve livability and logistical issues downtown, there are some proposed changes to the downtown No Vending area that may be of interest to you.

On January 8, 2024, the Metropolitan Nashville Traffic and Parking Commission will consider an extension of the downtown zone restricting sidewalk vending. The proposed extension of the No Vending area may include the areas between Korean Veterans Boulevard to Peabody Street to the south and between 8<sup>th</sup> Ave S and 10<sup>th</sup> Ave S to the west of the existing No Vending zone.

The Traffic & Parking Commission will meet on Monday, January 8, 2024, in the Howard Office Building, Sonny West Conference Room. You are not required to attend, but you may wish to attend or send a representative. Additional meeting details will be posted in January at this URL:

<https://www.nashville.gov/departments/transportation/boards/traffic-and-parking-commission/meetings>

Additionally, District 19 Councilman Jacob Kupin plans to hold listening sessions early in 2024 and welcomes the opportunity visit with sidewalk vendors and stakeholders to work towards more permanent locations for street vending within the downtown core. If you would like to be a part of the conversation with CM Kupin, please send an email to [Jacob.Kupin@Nashville.com](mailto:Jacob.Kupin@Nashville.com) with the subject line Street Vending.

Best regards,

Jason Oldham  
Assistant Chief of Transportation System Management  
Nashville Department of Transportation & Multimodal Infrastructure

A map of the proposed expansion to the downtown No Vending area was published by NDOT on the January 8, 2024, Traffic & Parking meeting information web page. A pdf of this proposed map may be downloaded at this URL:

<https://www.nashville.gov/departments/transportation/boards/traffic-and-parking-commission/meetings/traffic-and-parking-commission-meeting-january-8-2024>



**Recommendation: Approve the expansion of the downtown sidewalk vending restriction from Korean Veterans Blvd to Peabody St and from 8<sup>th</sup> Ave S/Rosa Parks Blvd to 9<sup>th</sup> Ave S/9<sup>th</sup> Ave N.**

7.3 Food Truck Pilot Program Update.

*Analysis: Status update only.*

**Recommendation: N/A**

7.4 Vision Zero Quarterly Update.

*Analysis: Update only.*

**Recommendation: N/A**