



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: J. Andrew Smith, Engineer 2,
Nashville Department of Transportation

DATE: March 5, 2024

SUBJECT: March 11, 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 Connect Downtown Recommendations

Presentation by NDOT

6.2 CD 19: Revocation of parking time restriction, 2-hour maximum from 6AM—6PM, on the north side of Herman St between 14th Ave N and 16th Ave N, requested by NDOT.

Analysis: 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 14th 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. Construction on adjacent parcels causes significant demands for on-street parking on Herman St.

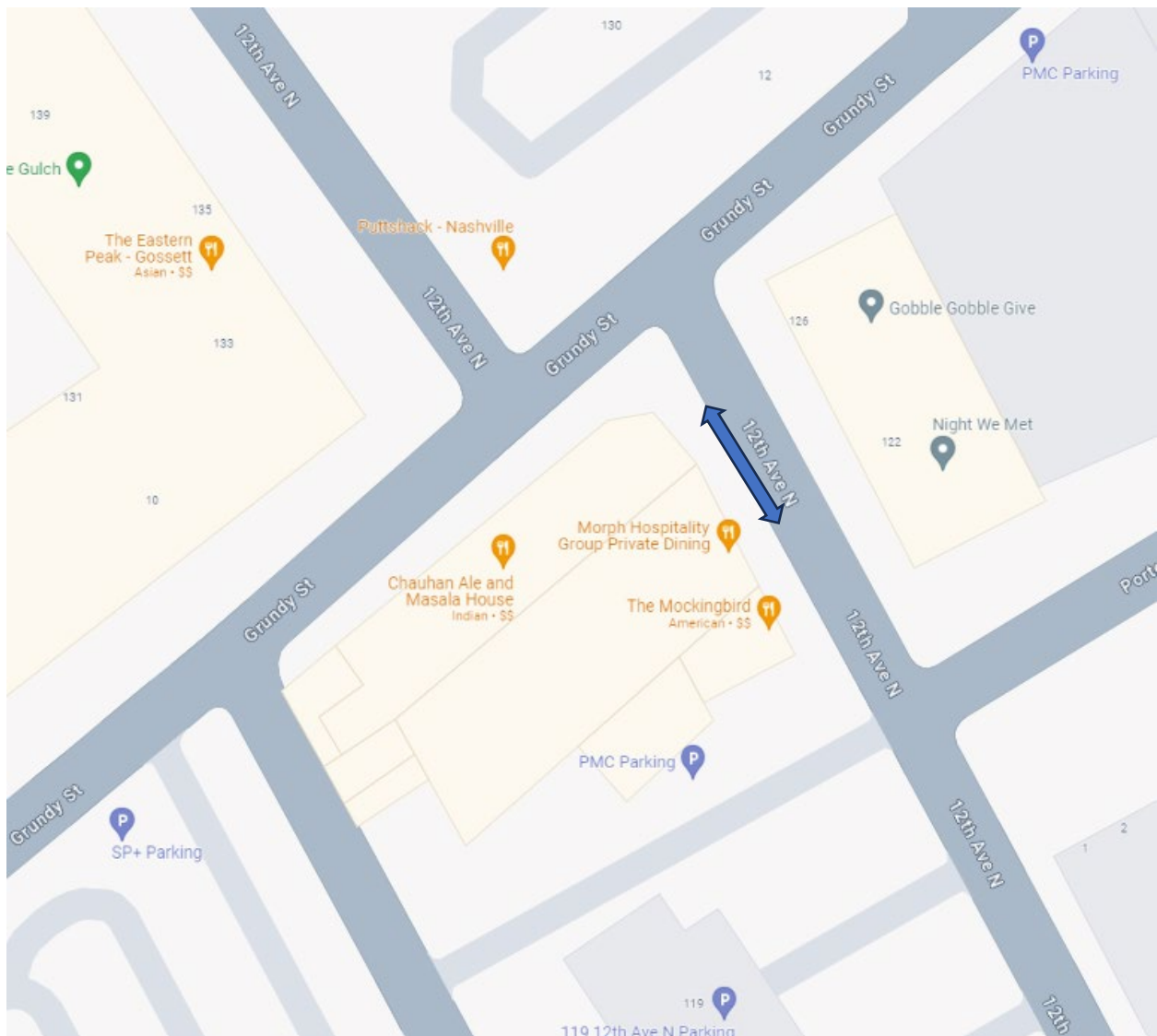
At the January 8, 2024, meeting of the T&P Commission a new parking time restriction (2-hour maximum from 6AM—6PM) was authorized by this body. NDOT requests that the Commission remove these restrictions due to hardships for stakeholders at the public housing properties north of Herman St. Once the time restrictions are lifted, NDOT will evaluate the neighborhood for potential new Residential Permit Parking.



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

6.3 CD 19: Authorization for 50-ft Valet Zone on the west side of 12th Ave N at Grundy St, effective 11am—2pm and 6pm—12 am / 7 days, requested by Parking Management Company

Analysis: This request is for a 50-ft Valet Zone on the west side of 12th Ave N at Grundy St for the Mockingbird and Chauhan restaurants. Both restaurants next door to each other are under the ownership of Morph Hospitality, also located at this site. Cars valeted from this location will be stored at 1111 Church St. PMC has provided NDOT with the requisite indemnification and insurance certificates. The pavement width of 12th Ave N at this location is about 31 ft +/-, with the west side of 12th Ave N currently being used for free parking. The east side of 12th Ave N was formerly used as a valet zone for a defunct nightclub. This downtown block is likely to undergo significant redevelopment in the immediate future. This location abuts the site of the old Tennessean building on Broadway and Whole Foods to the south.

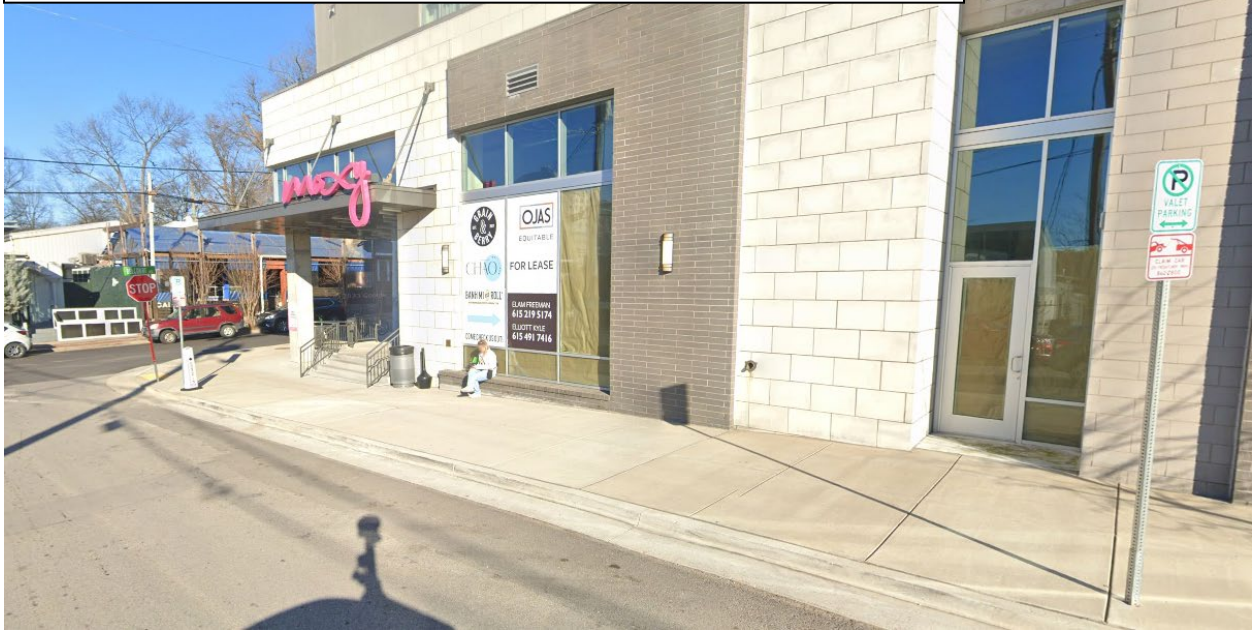


6.4 CD 18: Removal of existing Valet Zone and authorization for a new 75-ft Passenger Loading Zone, effective 24/7, on the east side of 20th Ave S at Belcourt Ave, requested by Moxy Nashville Vanderbilt

Analysis: The curb space on the east side of 20th Ave S at Belcourt Ave is currently signed as a valet zone, but no valet services are offered at the Moxy Nashville Vanderbilt Hotel. The Hotel wishes to replace the valet zone with a new 75-ft passenger loading zone, effected 24/7. This will simultaneously accommodate about three vehicles. The existing unused valet is approximately the same size as the proposed passenger loading zone, but the valet was installed too close to the intersection with Belcourt Ave. The remaining curb space on both sides of 20th Ave S is restricted to two-hour parking per the Metro traffic schedule, but no parking meters or pay parking is presently authorized here. There is an existing loading zone on the south side of Belcourt Ave. At peak times, Belcourt Ave traffic flow is constrained, with yield flow conditions. NDOT recommends that the existing loading zone on Belmont Ave be used for passenger loading and unloading, and the curb space on 20th Ave S be restored to the public for curbside parking, subject to the existing two-hour time limits for 20th Ave S in this neighborhood.



6.4 Unused valet curb space at Moxy Nashville Vanderbilt Hotel on 20th Ave S



6.4 Existing loading zone on Belcourt Ave in pull-off area.



Recommendation: NDOT recommends revocation of the unused valet zone on 20th Ave S.

NDOT recommends denial of the proposed 75-ft Passenger Loading Zone, 24/7, on the east side of 20th Ave S at Belcourt Ave.

6.5 CD 17: Authorization for new Residential Permit Parking for 807 18th Ave S, requested by residents

Analysis: Residents of the condominium building at 807 18th Ave S have petitioned NDOT for a new residential permit parking area for this location. NDOT recently implemented pay parking on this segment of 18th Ave S. While the residents of 807 18th Ave S have a parking garage, there's a limited number of spaces available in the garage per dwelling unit, and residents have been using available on-street parking to meet their parking demand. Approximately seven on-street spaces are available at 807 18th Ave S.

NDOT evaluated the request for residential permit parking, and determined that the request meets the criteria for

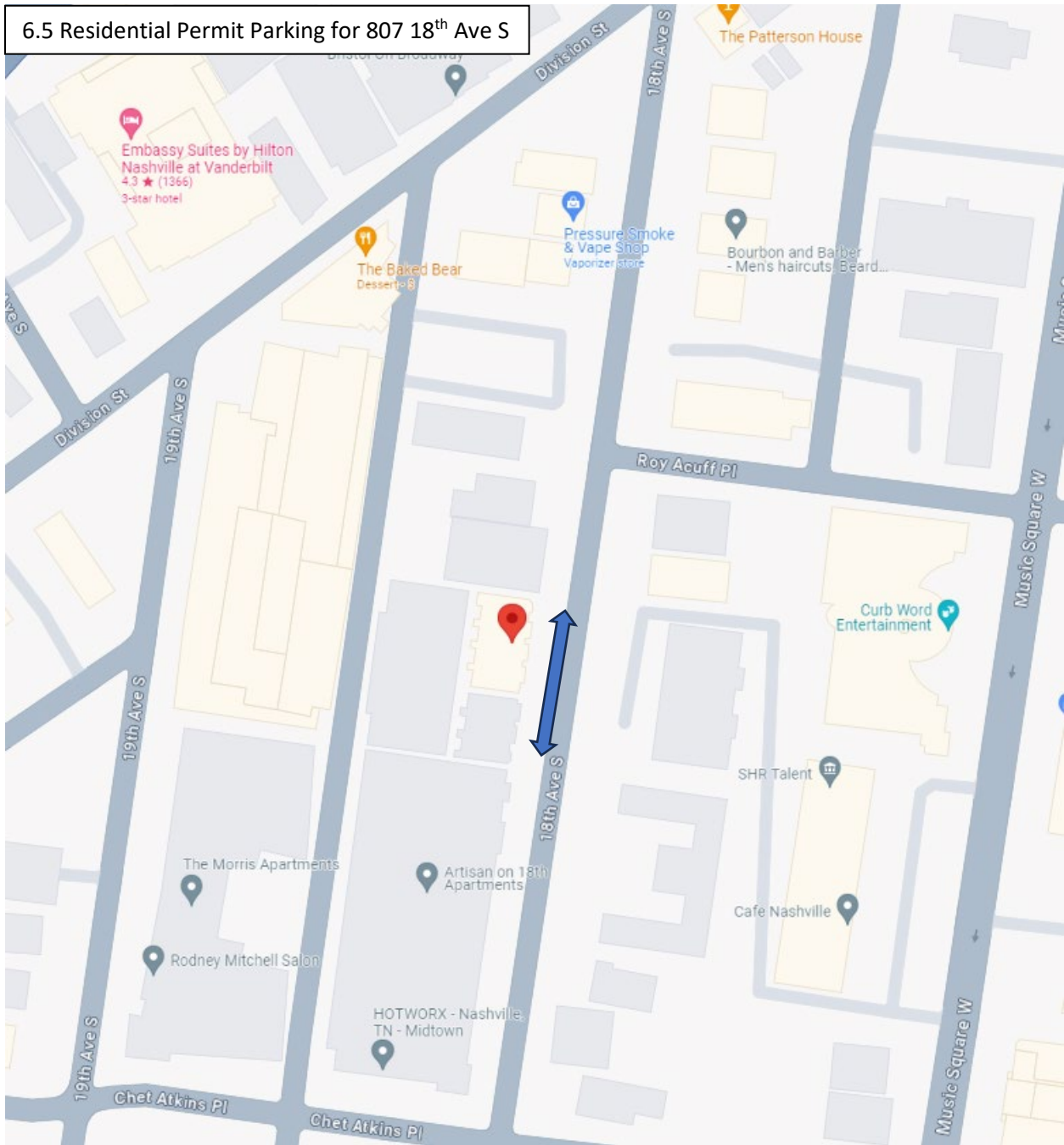
- 1) Scarcity of convenient off-street parking for residents;*
- 2) Substantial use of neighborhood curb space by commuters or from other non-residents;*
- 3) A quality of life issue(s);*
- 4) Proximity to other major parking attractors in the neighborhood.*

If approved, NDOT will install RPP signage on the west side of 18th Ave S for the frontage of 807 18th Ave S to accommodate about seven vehicles. The total available length for RPP parking at this location is 150 ft +/-.

6.5 On-street parking at 807 18th Ave S



6.5 Residential Permit Parking for 807 18th Ave S

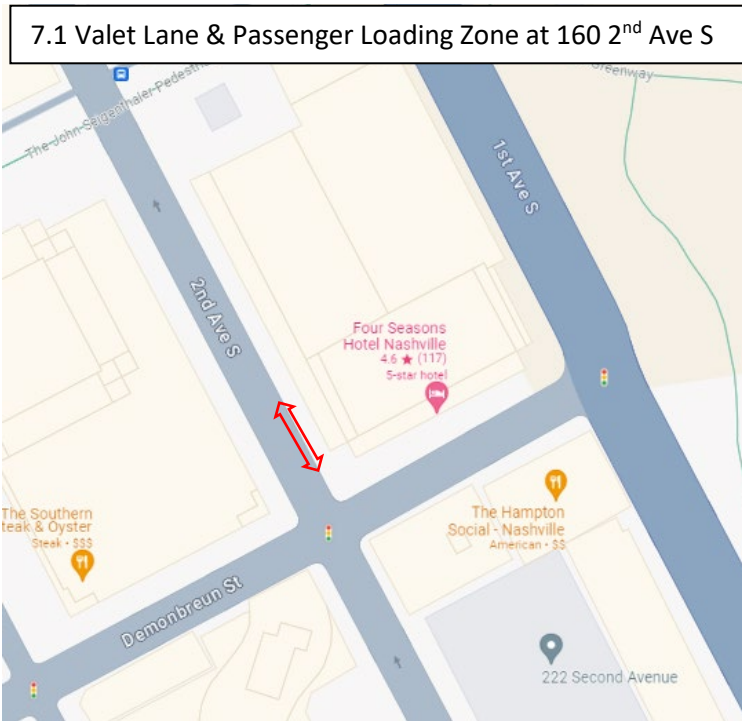


Recommendation: Approval of new Residential Permit Parking for 150 ft on the west side of 18th Ave S at 807 18th Ave S, 24/7.

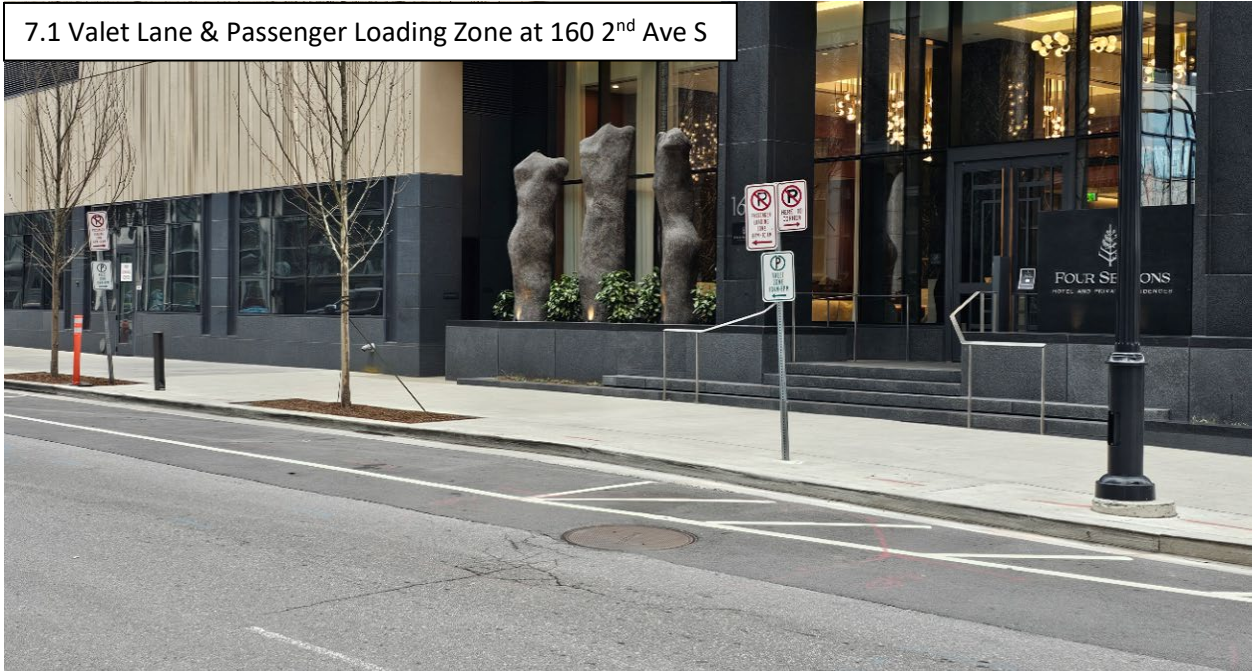
Unfinished Business

7.1 CD 19: Review of and reauthorization for the existing valet zone at 160 2nd Ave S.

Analysis: At the November 13, 2023, meeting, the Traffic & Parking Commission authorized removal of the existing passenger loading zone at 160 2nd Ave S and authorized a new 50-ft valet at this location effective 10AM to 8PM / 7 days, with a Passenger Loading Zone during all other times. The Commission made this authorization for a 120-day trial period so that the location may be monitored for operational concerns from this change. To date, this valet zone co-located with a passenger loading zone has resulted in zero operational complaints to NDOT during the trial period. With the expiration of the 120-day trial period, this item is back before the Commission for reauthorization.



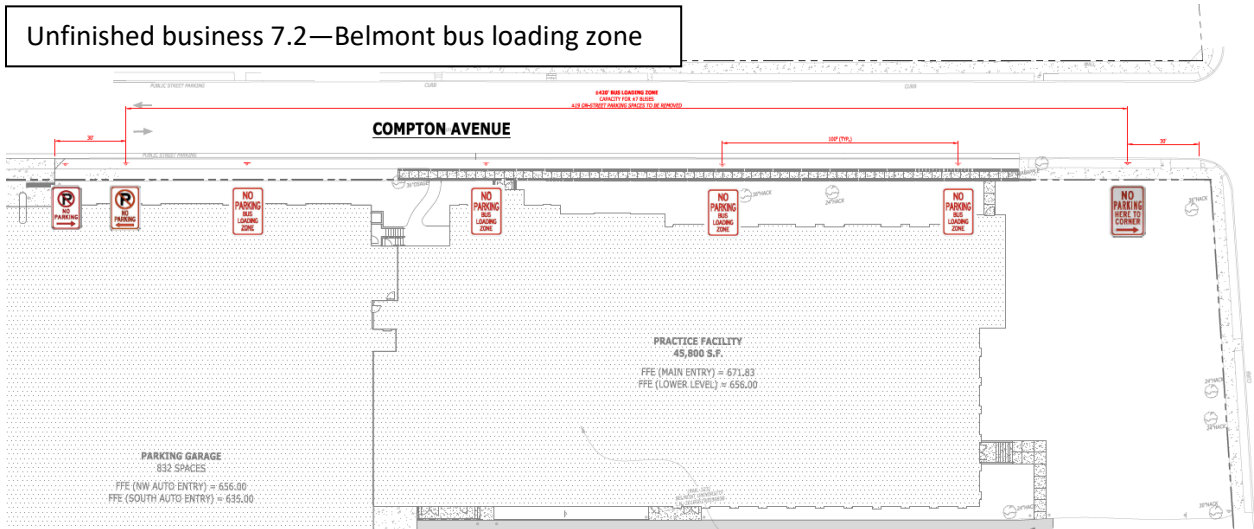
7.1 Valet Lane & Passenger Loading Zone at 160 2nd Ave S



Recommendation: Approval of 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.

7.2 CD 18: Authorization for a 420 ft bus-only loading zone, 24/7 with a four-hour time limit and no overnight bus parking, on the south side of Compton Ave between Belmont Blvd and 15th Ave S, requested by Belmont University.

Analysis: This item has been previously deferred at the request of Belmont University to allow for more engagement with Belmont’s Neighborhood Advisory Group. 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 loading 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 a bus loading zone instead of passenger loading is to allow extended passenger loading zone time limits for bus vehicles at this location, 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. If bus loading is approved, NDOT recommends that a bus loading zone at this location be limited to four hours, with no overnight bus parking. The bus loading zone in the public right-of-way would not be exclusive to Belmont's use.

Unfinished business 7.2—Belmont bus loading zone



Recommendation: Approval of a 420-ft bus loading zone, 24/7 with a four-hour time limit and no overnight bus parking, on the south side of Compton Ave at 15th Ave S.