



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: April 1, 2024

SUBJECT: April 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:

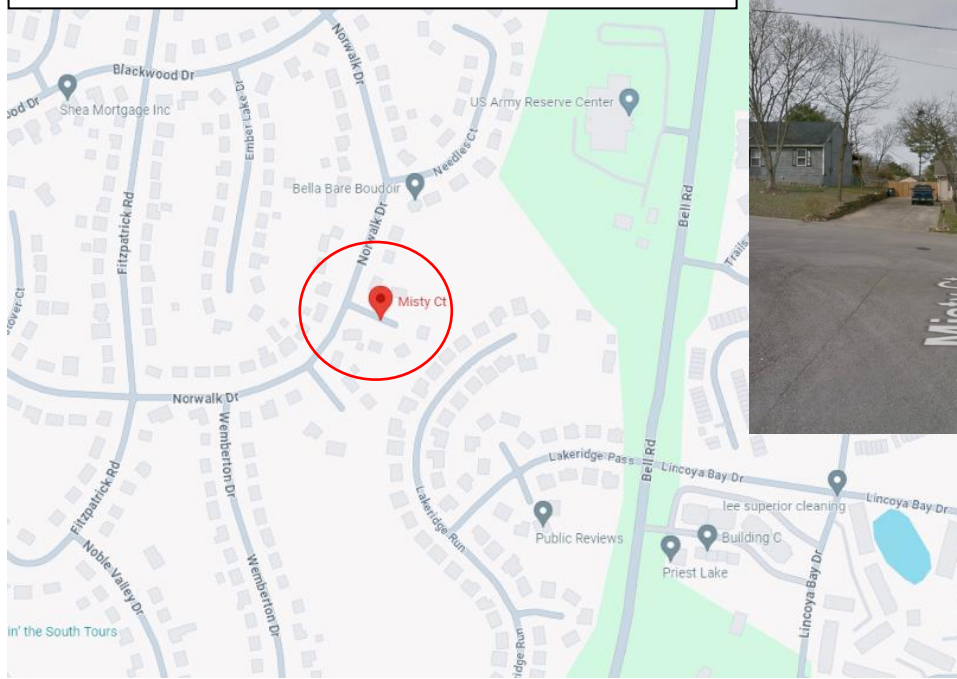
Consent Agenda

5.1 CD 13: Authorization to replace existing Yield sign with new Stop sign on Misty Ct at Norwalk Dr, requested by NDOT.

Analysis: Misty Ct at Norwalk Drive is configured as a 3-way intersection with Misty Ct in the stem position. Currently the Misty Ct approach is controlled as a Yield condition, with Norwalk remaining uncontrolled.

Recommendation: Approve replacement of Yield sign with Stop sign on Misty Ct at Norwalk Dr.

Consent Agenda 5.1: Stop sign for Misty Ct at Norwalk Dr

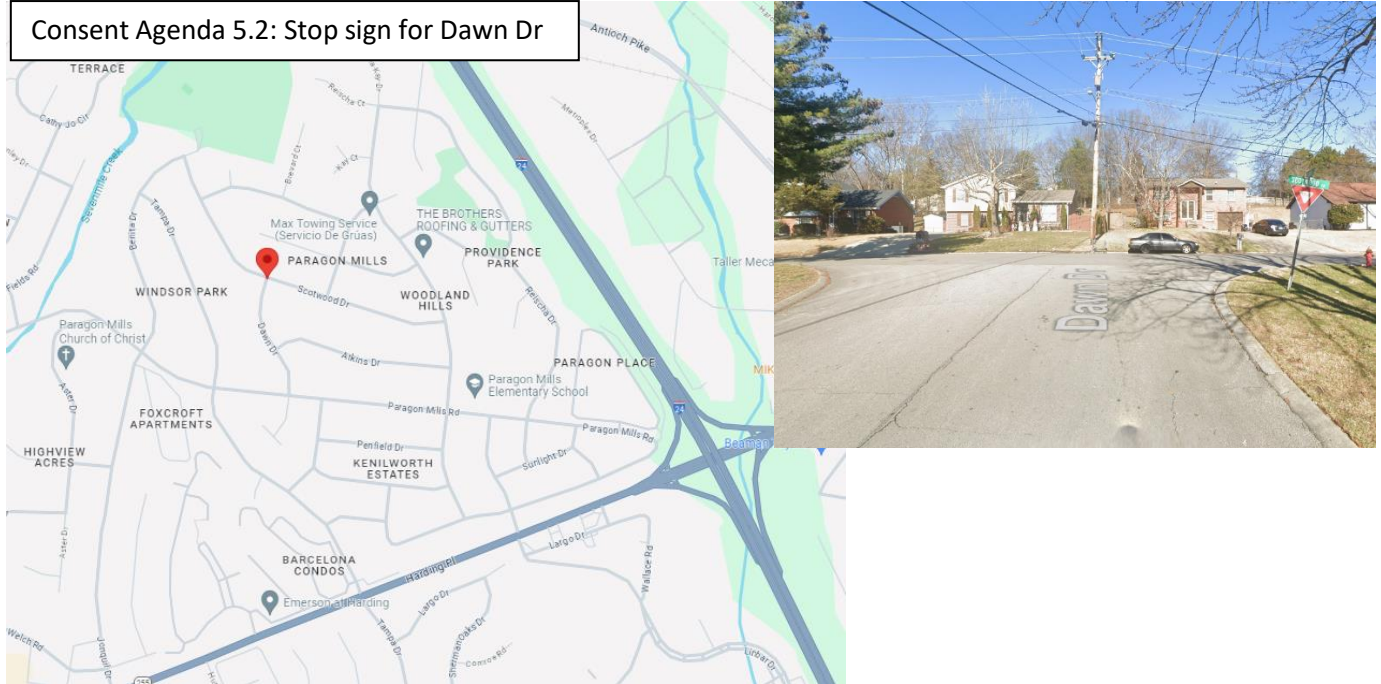


5.2 CD 30: Authorization to replace existing Yield sign with new Stop sign on Dawn Dr at Scotwood Dr.

Analysis: Dawn Dr at Scotwood Dr is configured as a 3-way intersection with Dawn Dr in the stem position. Currently the Dawn Dr approach is controlled as a Yield condition, with Scotwood remaining uncontrolled.

Recommendation: Approve replacement of Yield sign with Stop sign on Dawn Dr at Scotwood Dr.

Consent Agenda 5.2: Stop sign for Dawn Dr



5.3 CD 11: Authorization to replace existing 3-way stop with all-way stop control at Donelson Ave and Hadley Ave, requested by Kimley-Horn on behalf of Metro Parks Dept.

Analysis: The intersection at Donelson Ave and Hadley Ave, in Lakewood, is configured as a 3-way stop for a 4-way intersection. Northbound traffic on Hadley Ave is uncontrolled. All other approaches are stop controlled with auxiliary signage indicating that traffic from left|right|on coming does not stop. Historically, this configuration was helpful for movement of heavy volumes of shift traffic reach the DuPont industrial area to the northeast. A limited crash history exists for this intersection but do include angle crashes.

Consent Agenda 5.3: Existing 3-way stop at Donelson Ave and Hadley Ave. Northbound Hadley traffic (green arrow) does not stop.

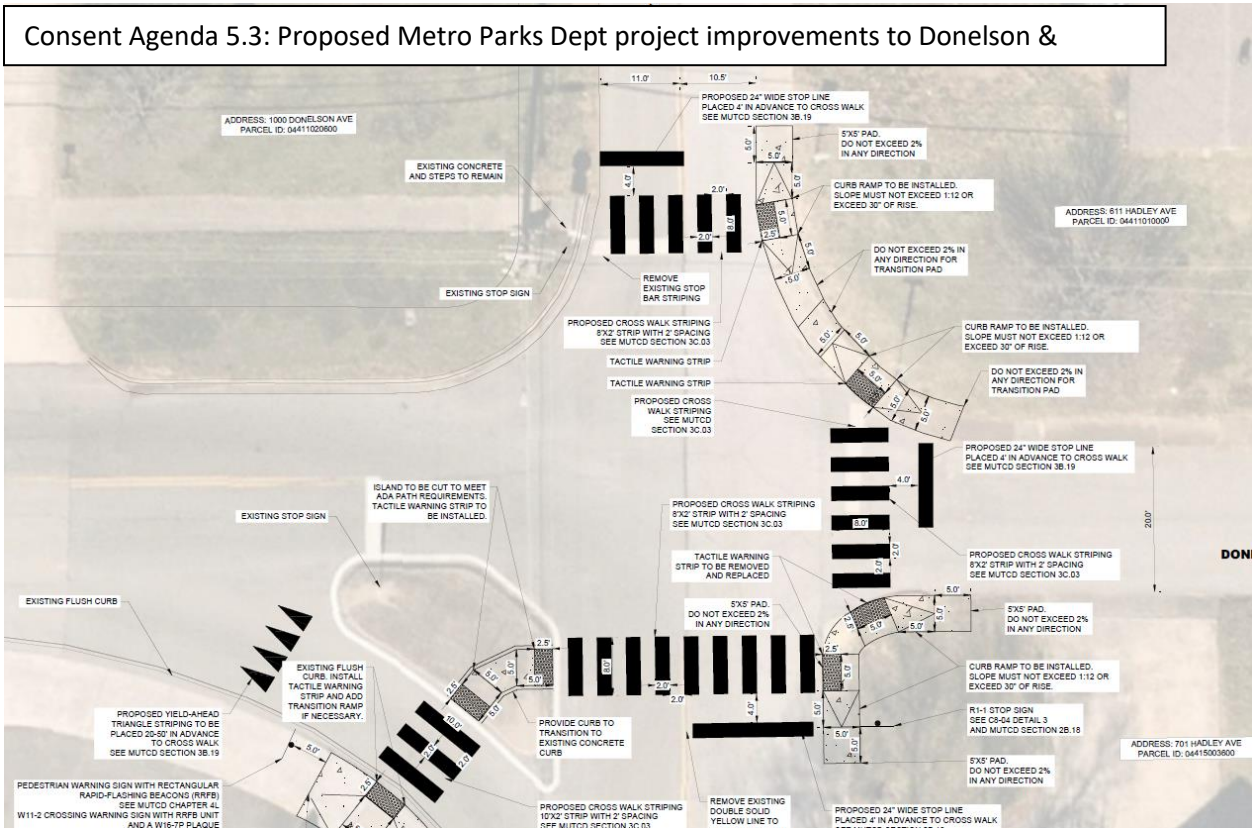


Consent Agenda 5.3: Hadley Ave and Donelson Ave existing conditions



The Metro Parks Department has a community center renovation project west of this intersection, and with the pedestrian improvements to Donelson & Hadley, NDOT recognizes that this odd historical configuration of three stops is no longer suitable for the neighborhood and that all-way stop control will enhance the connection between the community center and the residential neighborhoods to the east and south.

Consent Agenda 5.3: Proposed Metro Parks Dept project improvements to Donelson &



Recommendation: Approve all way stop control at Donelson Ave and Hadley Ave.

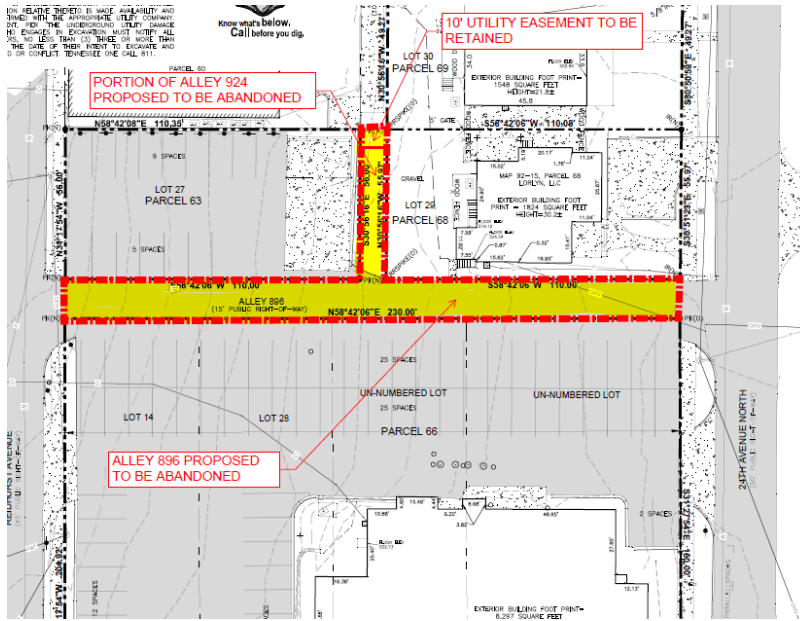
5.4 CD 21: Mandatory Referral 2024M-001AB-001, a request to abandon ROW on Alley #896 between Reidhurst Ave and 24th Ave N and on Alley #924 from Alley #896 to the northeast point of Parcel 09215006800, requested by Catalyst Design Group.

Analysis: This mandatory referral is to abandon Alley #896 and a portion of Alley #924 from Alley #896 to the northeast point of parcel 09215006800, with 10 ft of utility easement retained on Alley #924. To avoid this abandonment resulting in a dead-end ROW, the Metro ordinance will stipulate that the abandonment will not take effect until the relocation of Alley #924 ROW is either dedicated, constructed and accepted by Metro or dedicated by plat and bonded.

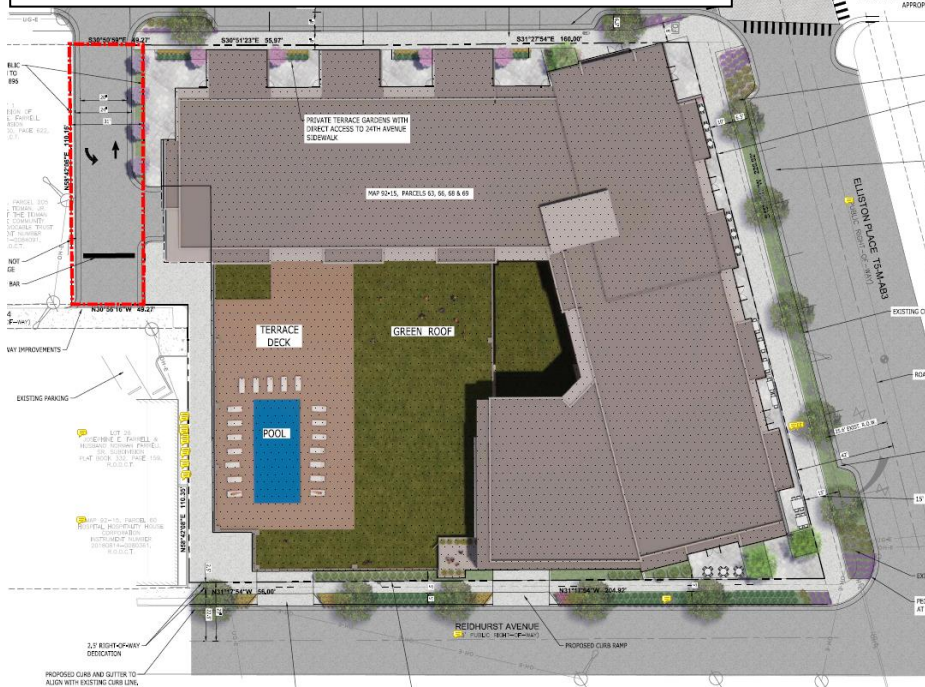
Consent Agenda 5.4: Alleys #896 & 924 abandonment



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Consent Agenda 5.4: Alleys #896 & 924 abandonment



Recommendation: Approve Mandatory Referral 2024M-001AB-001.

5.5 CD 20: Mandatory Referral 2024M-002AB-001, a request to abandon ROW on Alley #1519 from Midland Ave to the western dead end, requested by property owners.

Analysis: This mandatory referral is for the abandonment of unimproved ROW on Alley #1519 from Midland Ave to the alley's dead end. This alley, while public ROW, is essentially a gravel driveway located behind six residences. It abuts the flyover ramp from I-40 to Briley Pkwy and ends at a dead end near the residence at 5620 Obrien Ave. Easements are to be retained.



Recommendation: Approve Mandatory Referral 2024M-002AB-001.

Regular Agenda

6.1 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.



6.1 Herman St 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.

6.2 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.

6.2 New Valet Zone on 12th Ave N at Grundy St

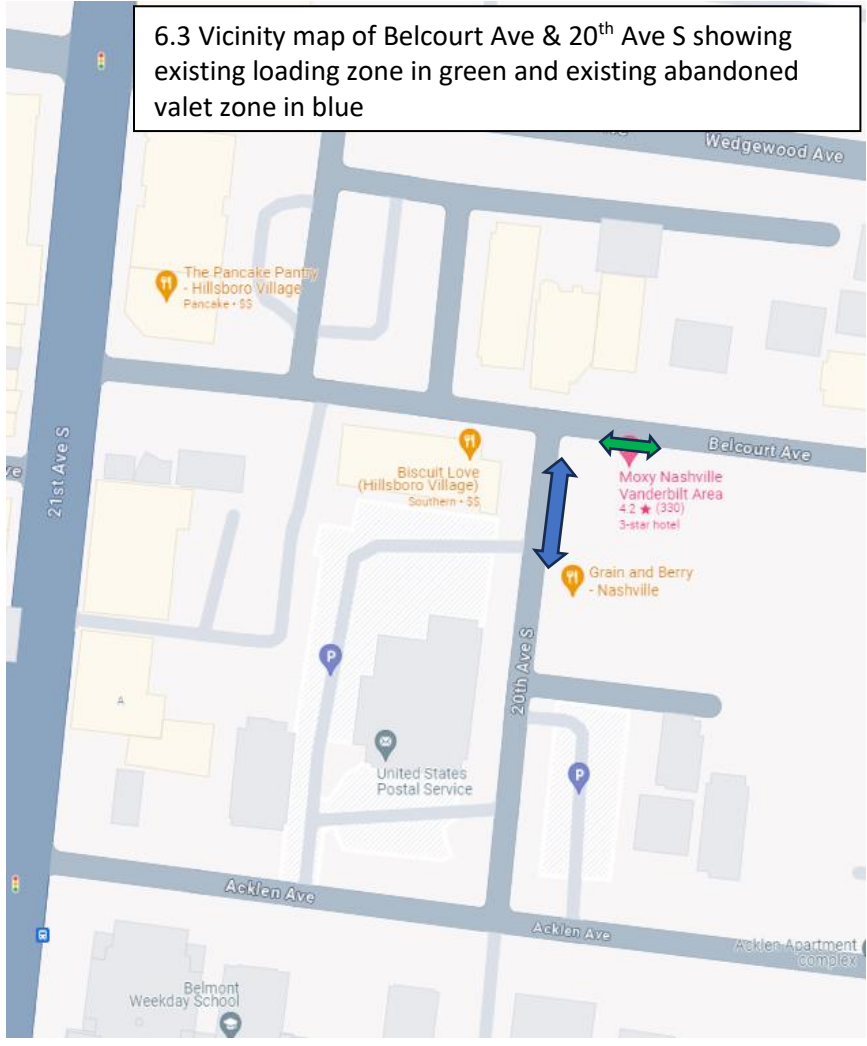


Recommendation: Approval of Valet Zone, not exceeding 50 ft in length and with effective hours 11am—2pm and 6pm—12am/7 days, on the west side of 12th Ave N at Grundy St.

6.3 CD 18: Removal of existing Valet Zone and authorization for a new 75-ft Passenger Loading Zone, effective 2/4/7, on the east side of 20th Ave S at Belcourt Ave, requested by Moxy Nashville Vanderbilt

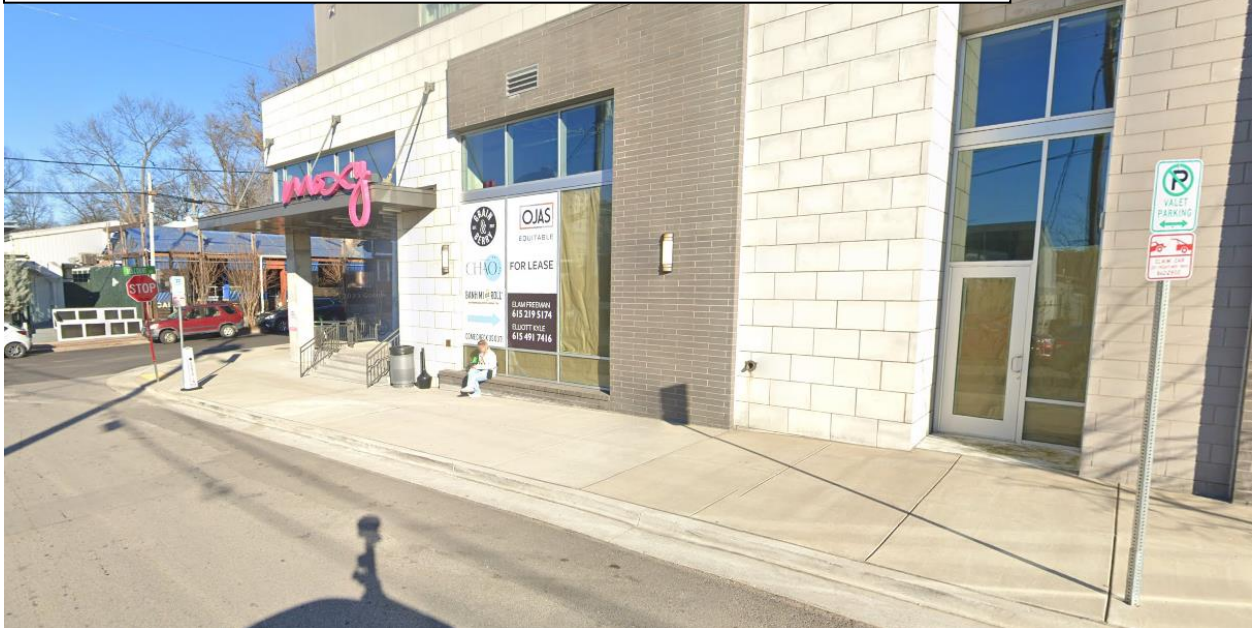
Analysis: The curb space on the east side of 20th Ave S at Belcourt Ave is currently signed as a valet zone, but valet service has not been offered at the Moxy Nashville Vanderbilt Hotel for several years. The Hotel wishes to replace the abandoned valet zone with a new 75-ft passenger loading zone, effected 2/4/7. 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 in the traffic schedule for 20th Ave S in this neighborhood.

NDOT does not support approval of a passenger loading zone at this location on 20th Ave S but does recommend instead that the existing abandoned valet zone be removed and restored to curbside parking. The valet at this location has been abandoned by not being used for valet parking for a continuous period of more than thirty days, as described in Section 12.41.040(C)(1) of the Metro Code. The Moxy Hotel has been informed of NDOT's recommendation against a passenger loading zone and recommendation for removal of the abandoned valet zone with more than 15 days' notice as required by Section 12.41.060(A). This notification was made prior to the scheduled March T&P meeting but was within the required 15-day notification period. Therefore, the earliest this matter could be heard by the Commission is at the April meeting.



6.3 Vicinity map of Belcourt Ave & 20th Ave S showing existing loading zone in green and existing abandoned valet zone in blue

6.3 Abandoned valet curb space at Moxy Nashville Vanderbilt Hotel on 20th Ave S



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



Recommendation: NDOT recommends revocation of the abandoned 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.

6.4 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

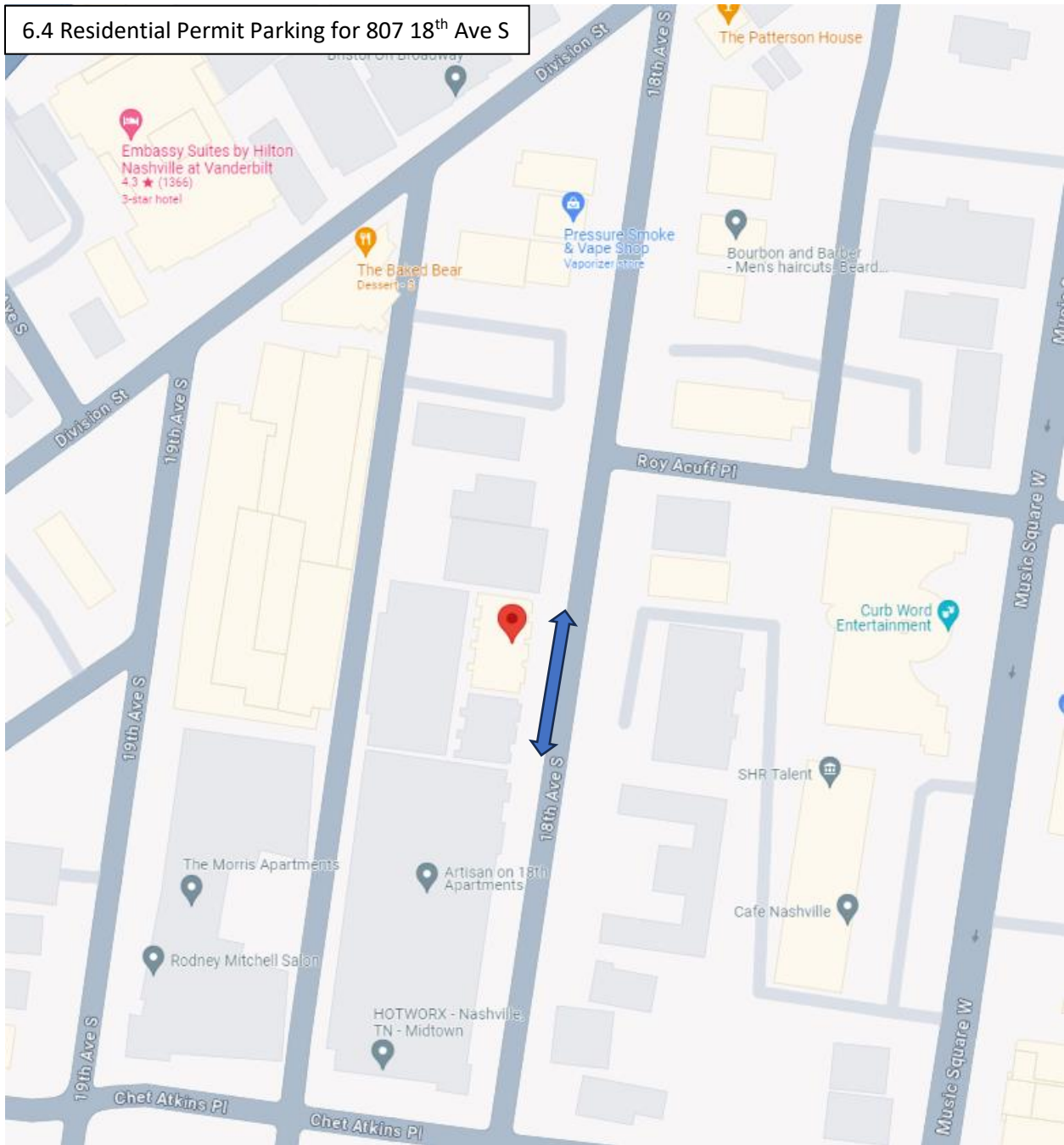
- 1) Scarcity of convenient off-street parking for residents;*
- 2) Substantial use of neighborhood curb space by commuters or from other non-residents;*
- 3) A quality of life issue(s);*
- 4) Proximity to other major parking attractors in the neighborhood.*

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 +/-.

6.4 On-street parking at 807 18th Ave S



6.4 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.

6.5 CD 19: Authorization for removal of No Parking restrictions on the north side of Middleton St from Ewing Ave to 7th Ave S, with authorization for new Pay Parking on both sides of Middleton St from Ewing Ave to 7th Ave S, requested by CM Kupin and NDOT.

Analysis: Redevelopment of properties on 7th Ave S has reduced the availability of legal parking spaces on the west side of 7th Ave S due to the addition of new driveway ramps and marked crosswalks. The east side of 7th Ave S from Fogg St to Lafayette St and all the way to Broadway prohibits parking on the east side of 7th Ave S. Stakeholders in the neighborhood have requested the ability to legally park on the unused curb space on Middleton St, and NDOT agrees but is requesting Pay Parking on both sides of Middleton. The existing pavement width is 36 ft, more than adequate for two travel lanes and two parking lanes.

The north side of Middleton St, from Ewing to 7th Ave S restricted parking on the north side with an entry in the traffic schedule in 1966. The traffic schedule conflicts with a newer regulation for 2-hour parking on the north side of Middleton St from 8AM to 6PM with a 2015 change. The only signage present today on Middleton is a handful of No Parking signs. The request today will update the traffic schedule on Middleton St with a regulation that better serves the community stakeholders.



Regular Agenda 6.5: Pay parking on Middleton St



Recommendation: Removal of No Parking restrictions on Middleton St from Ewing Ave to 7th Ave S, and authorization for new Pay Parking on both sides of Middleton St from Ewing Ave to 7th Ave S.

6.6 CD 19: Authorization to close a portion of 2nd Ave N between Broadway and Union St to non-emergency vehicular traffic and designate this portion of 2nd Ave N as a Tourism Improvement Zone

Analysis: The proposed council ordinance is attached to this report as Attachment 1. If enacted, this will close 2nd Ave N to all non-emergency vehicular traffic between Broadway and Union St and establish a special tourism improvement zone in this ROW. The tourism improvement zone will sunset on March 3, 2026, unless extended by Metro Council.

The proposed legislation is scheduled to be filed in time for an April 2 reading, and with a second reading scheduled for April 16. The legislation needs a favorable recommendation by this Commission before its second reading to remain on schedule.

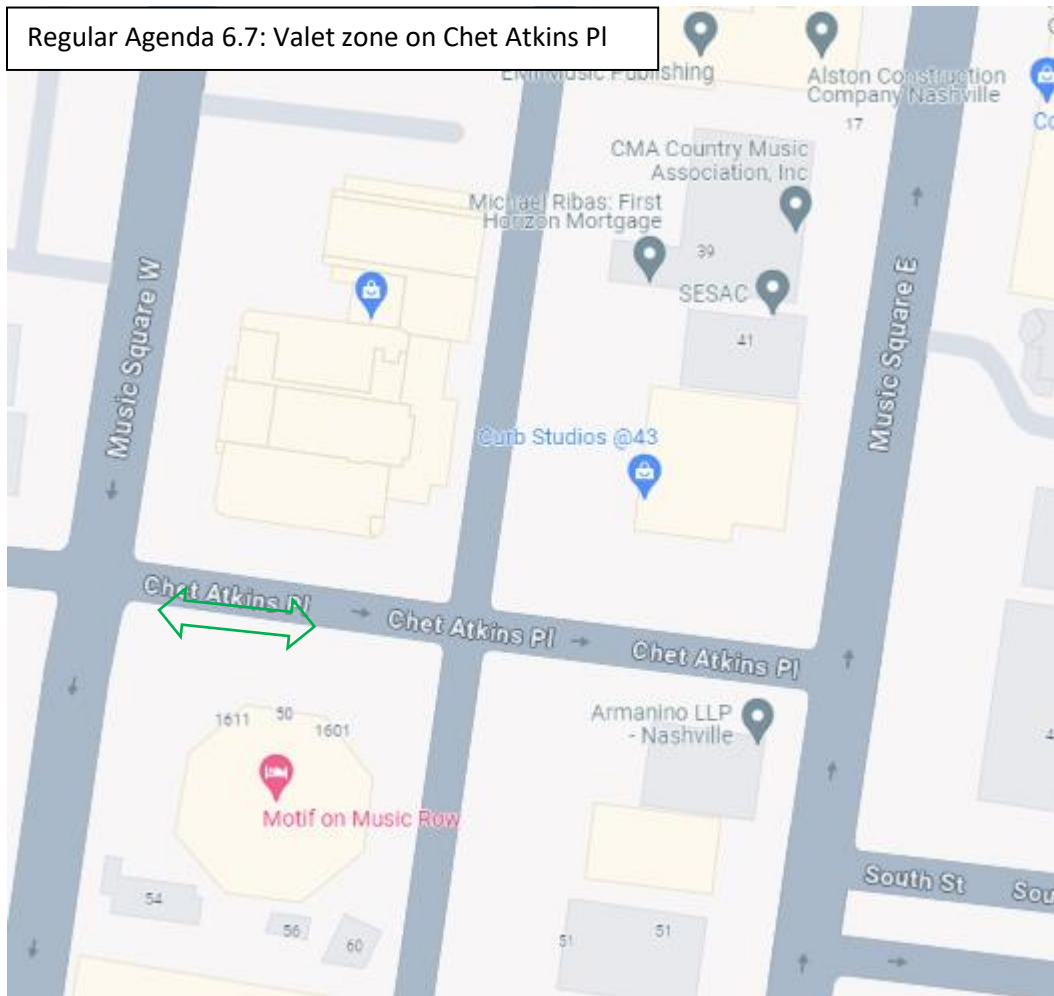


Recommendation: Approval of proposed ordinance to establish a special Tourism Improvement Zone.

6.7 CD 19: Authorization for a new Valet Zone, 24/7, on the south side of Chet Atkins Pl east of Music Sq West, requested by Metropolis.

Analysis: Metropolis requests approval for a new valet zone for the Motif on Music Row at 50 Music Square West. The valet lane will be located in a parking pull-off on Chet Atkins Pl on the southeast corner of Chet Atkins Pl and Music Sq W. Chet Atkins Pl is a one-way street at this location, and the proposed valet lane will be in a pull-off area designed and constructed for parking use. The pull-off is in the public ROW and does require authorization by the T&P Commission. The valet lane will accommodate up to four vehicles, and the hours of operation are 24/7.

Regular Agenda 6.7: Valet zone on Chet Atkins Pl

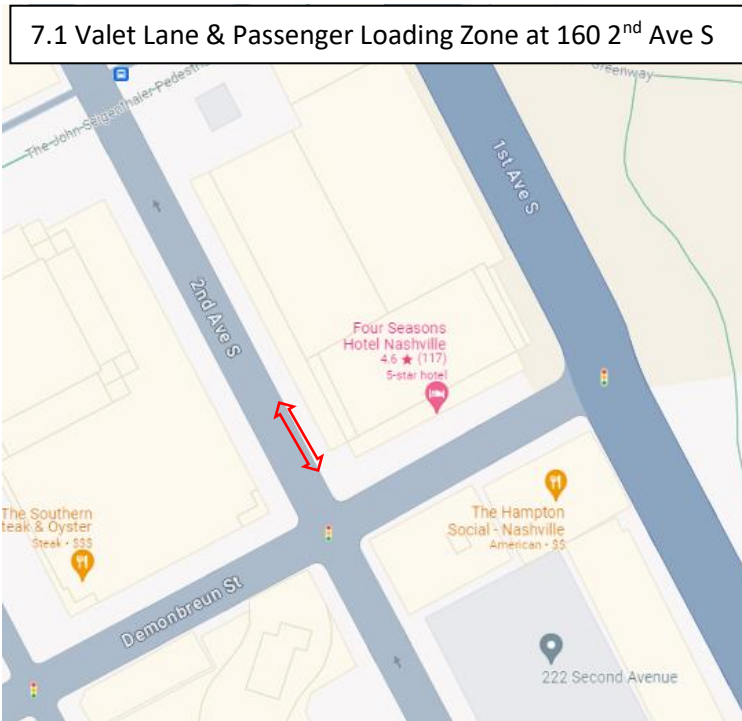


Recommendation: Approval of valet lane on south side of Chet Atkins Pl at Music Sq W.

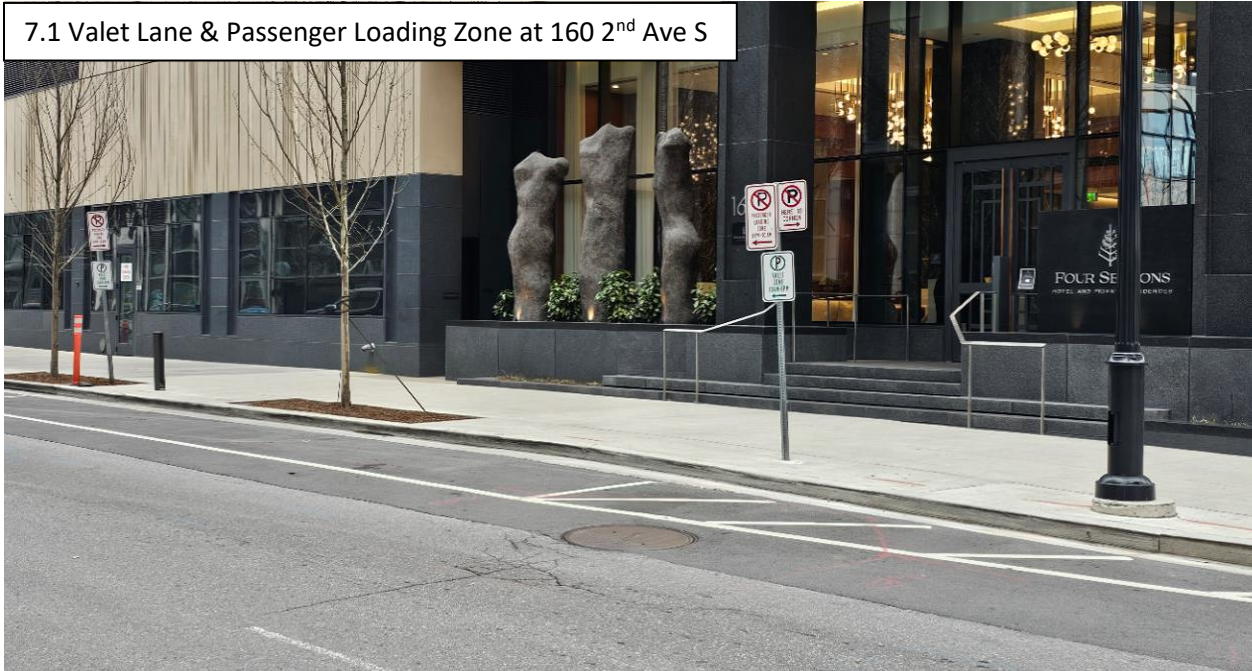
Unfinished Business

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.



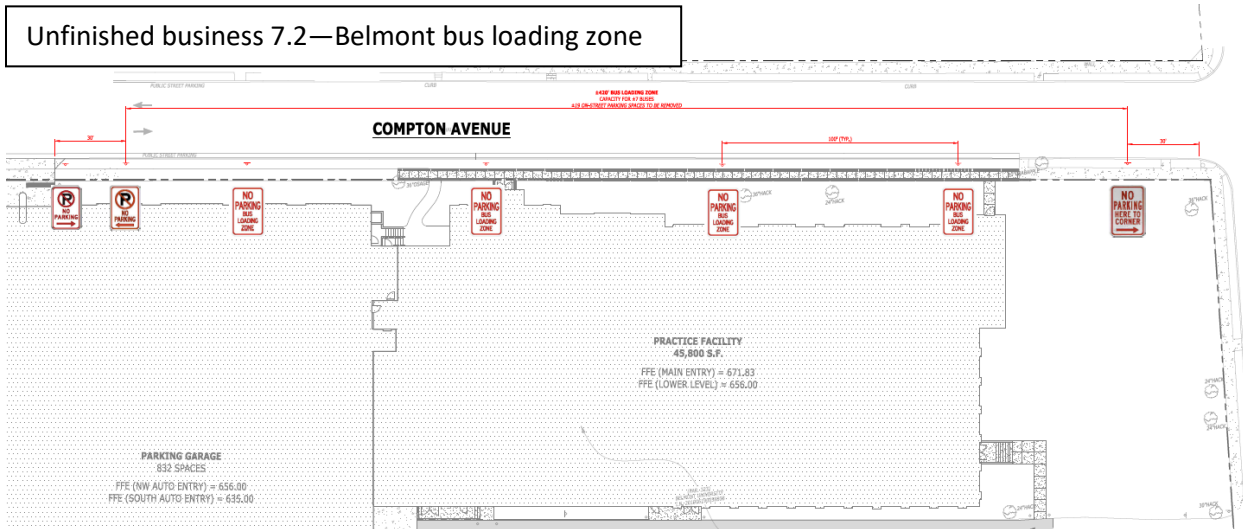
7.1 Valet Lane & Passenger Loading Zone at 160 2nd Ave S



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.

7.3 Valet fee policy approval

Analysis: The revised valet fee policy is included with this report as Attachment 2. The policy revisions were originally presented to this Commission at the January 2024 meeting and was deferred indefinitely at that time. NDOT requests approval of this updated policy.

Recommendation: Approval of new valet fee policy.