



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: May 6, 2024

SUBJECT: May 13, 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.

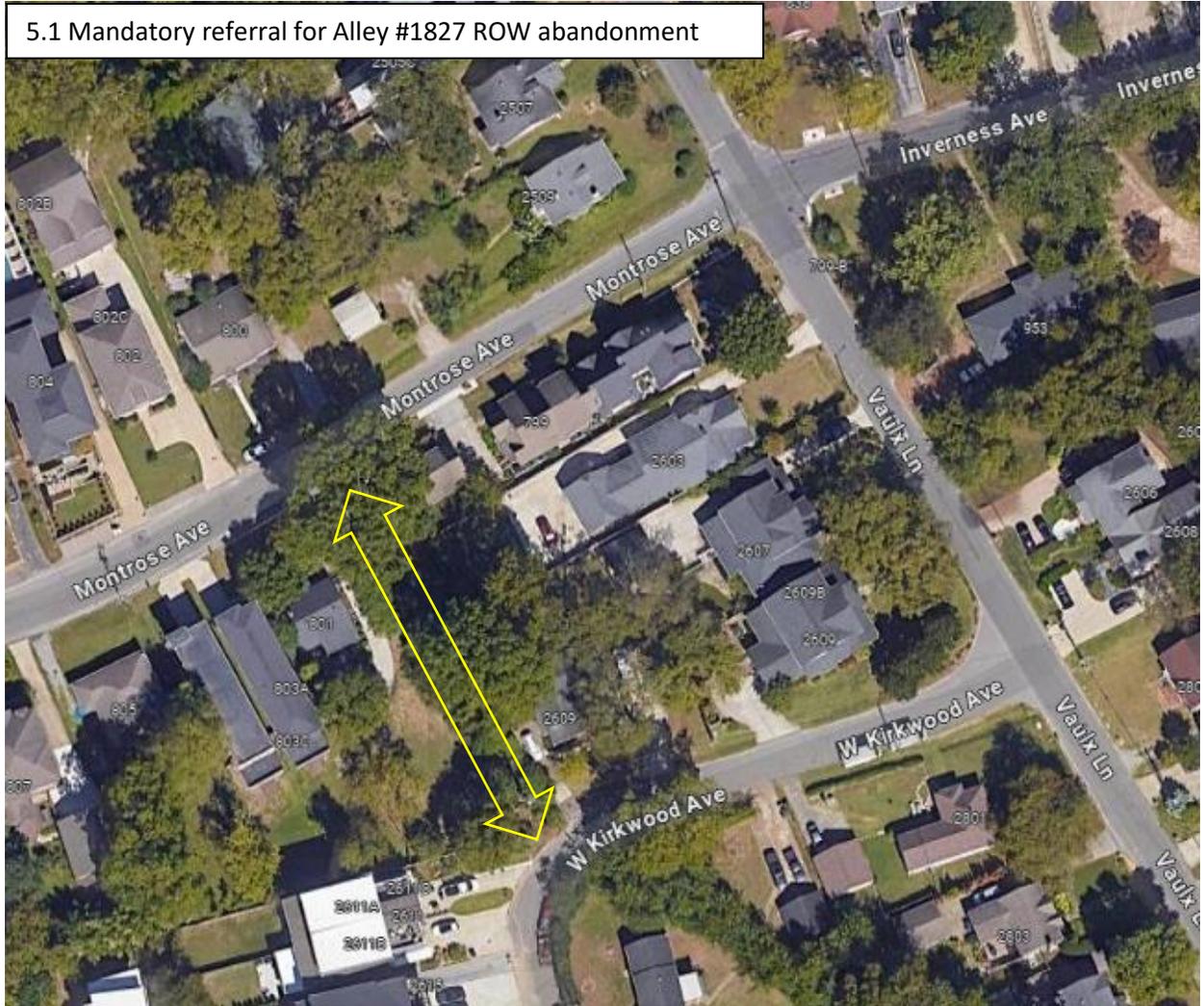
STAFF ANALYSIS:

Consent Agenda

5.1 CD 17: Mandatory referral 2024M-003AB-001, a request to abandon a portion of unimproved Alley #1827 right-of-way from Montrose Ave to W Kirkwood Ave, requested by property owners.

Analysis: This requested mandatory referral is to abandon unimproved ROW for Alley #1827 between Montrose Ave and W Kirkwood Ave. Property owners state they have been maintaining the unimproved alley ROW at personal expense. Metro does not own this unimproved alley in fee. The easements are to be retained. Deputy NDOT Director B. Freeze recommends approval.

5.1 Mandatory referral for Alley #1827 ROW abandonment

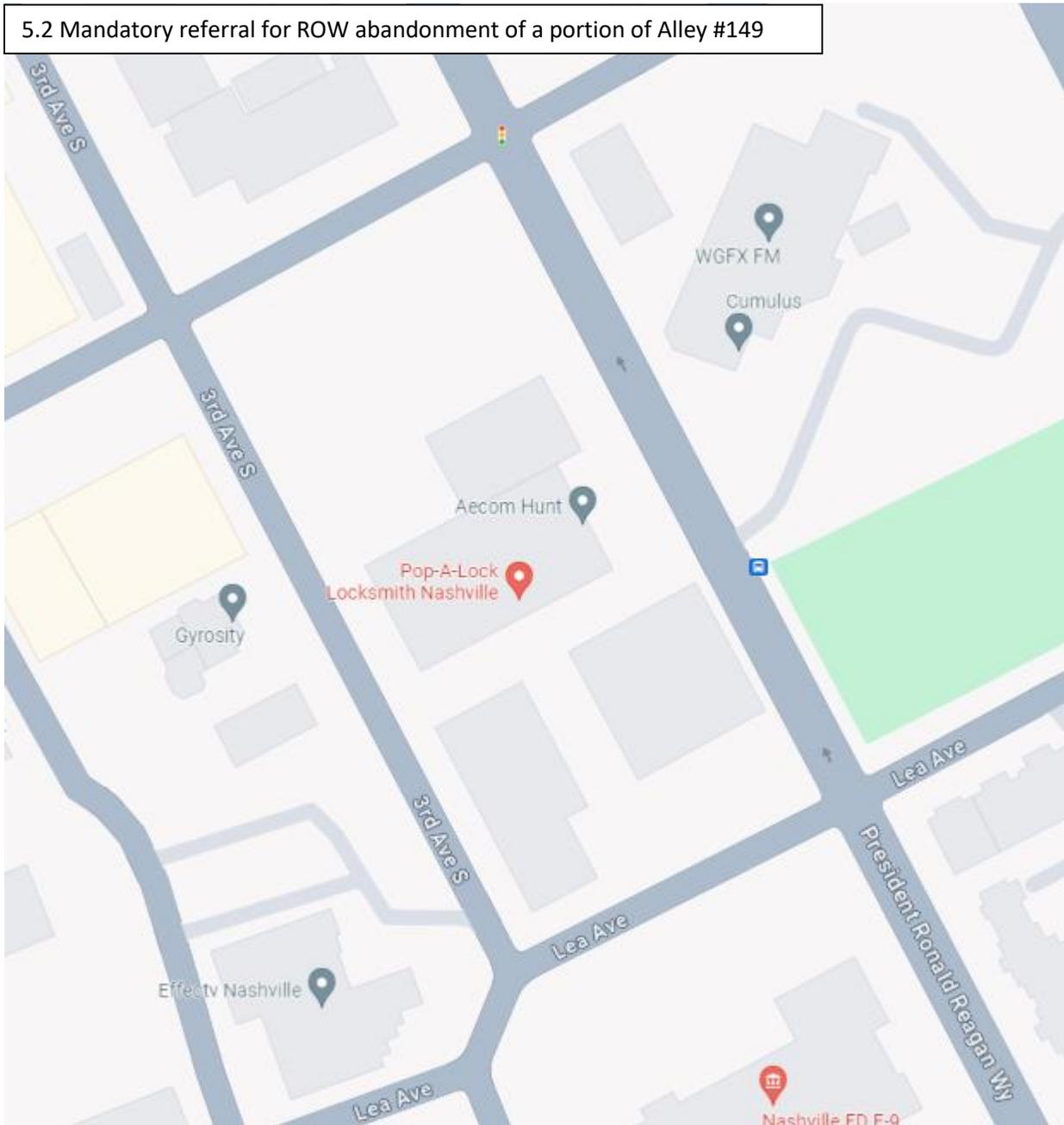


Recommendation: Approval of mandatory referral 2024M-003AB-001.

5.2 CD 19: Mandatory referral 2024M-004AB-001, a request to abandon a portion of Alley #149 right-of-way from President Ronald Reagan Way westward to dead end, then southeastward to Lea Ave, requested by Barge Design Solutions.

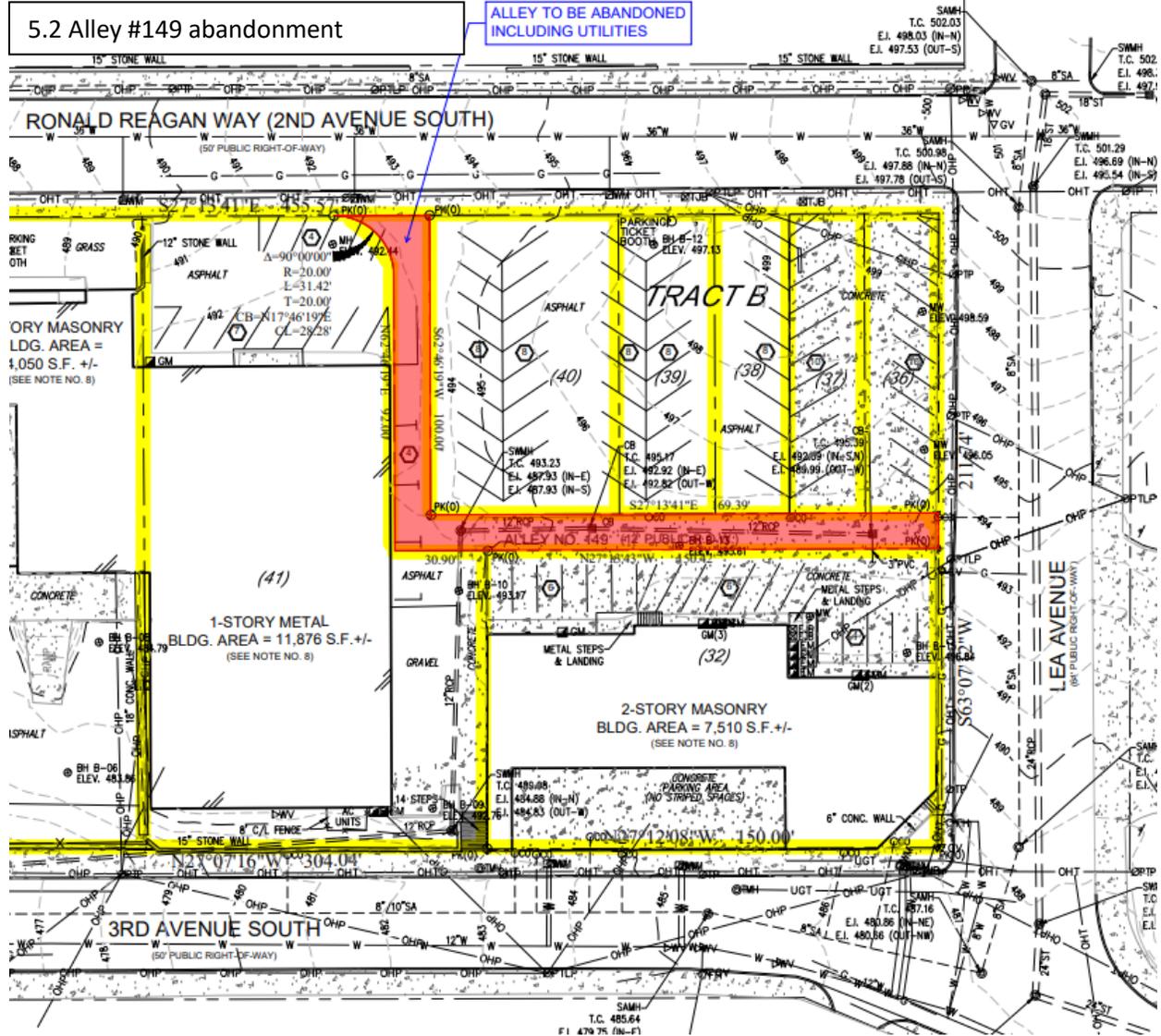
Analysis: The purpose of this mandatory referral is to abandon ROW and easements to consolidate properties within the entire block for redevelopment. NDOT Assistant Chief Engineer D. Doyle recommends approval.

5.2 Mandatory referral for ROW abandonment of a portion of Alley #149

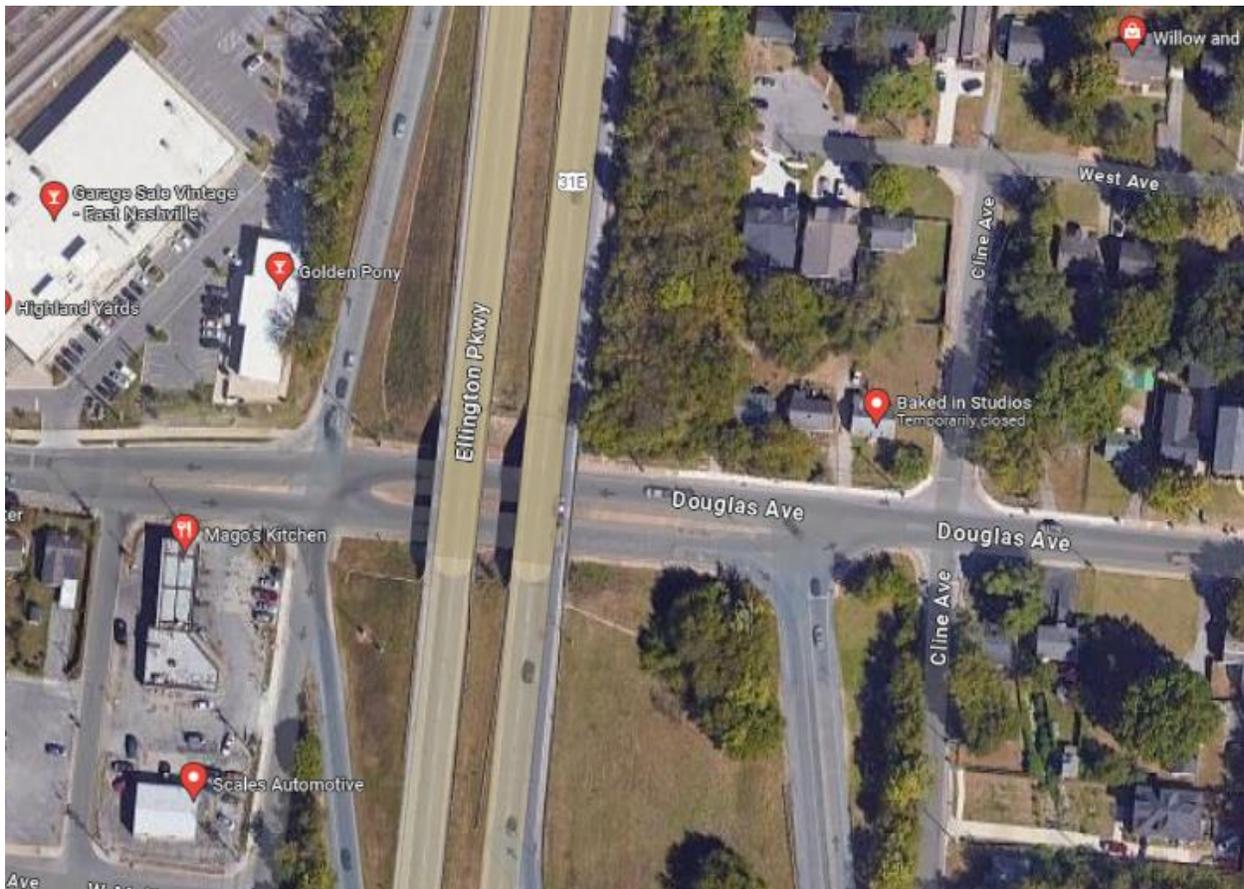


5.2 Alley #149 abandonment

ALLEY TO BE ABANDONED INCLUDING UTILITIES



Recommendation: Approval of mandatory referral 2024M-004AB-001.



Analysis: On 20 November 2023, a crash report for the past three years was generated for the intersection of Douglas Avenue and the SB Ellington Parkway Ramp. This intersection has had 18 angle crashes and one fatal crash during this period. This means that there is an average of 6 angle crashes per year. In accordance with 4C.08 of the MUTCD 11th edition, the crash requirement is met for angle crashes.

The crashes alone are not enough to warrant installation of a traffic signal. Volume conditions based on an 8-hour count must also be satisfied IAW 4.08(c). Volume counts of both the south bound and north bound intersection were received on 20 November 2023. The south bound volume criteria were satisfied the 8 hour volume conditions under 4.08(c), while the 8 hour conditions were satisfied under warrant 1, 4.02 (04) of the MUTCD.

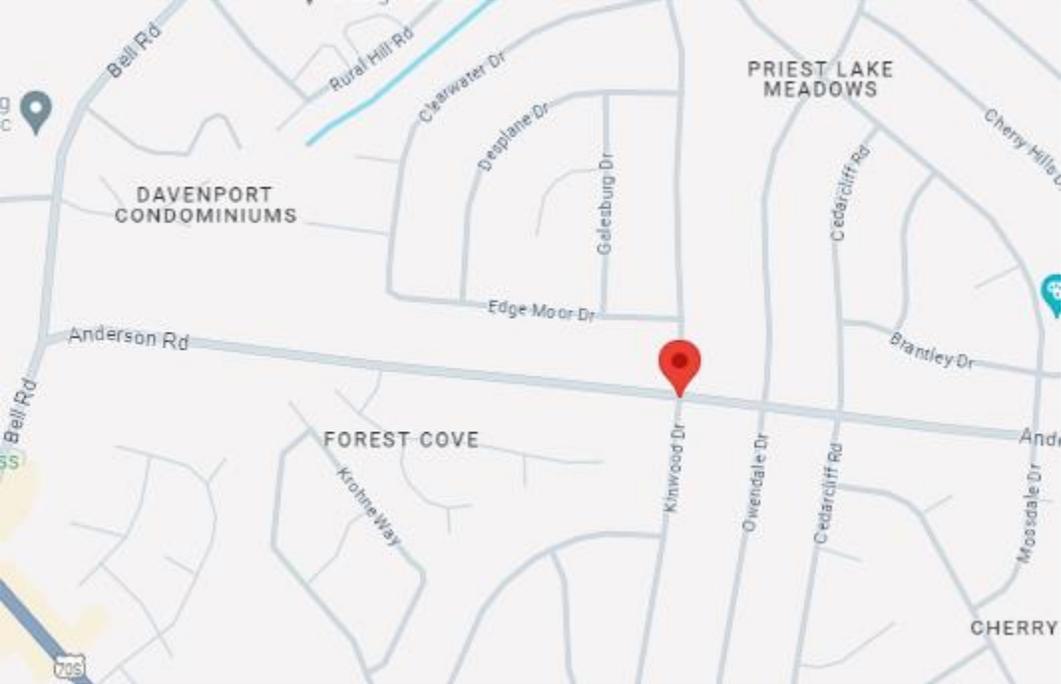
Recommendation:

NDOT recommends installing traffic signals at the south and north bound ramps of Ellington Parkway and Douglas Avenue in accordance with 4C.08 and 4.02 of the MUTCD.

5.4 CD 29: Authorization for a new all-way stop at Anderson Rd & Kinwood Dr, requested by NDOT.

Analysis: A review of the reported crash history of this intersection for the period from 4/4/21 to 4/4/24 shows 18 angle crashes during the 36-month time frame and 6 angle crashes during a 12-month period within this time frame. This meets the crash history warrant for an all-way stop.

Additionally, a traffic volume analysis was performed for this intersection on 4/4/2024. The 8-hour volume threshold warrant is also met.



MULTI-WAY STOP WARRANT ANALYSIS

NASHVILLE DEPARTMENT of TRANSPORTATION & MULTIMODAL INFRASTRUCTURE

Date: 4/9/2024
 Major Approach: Anderson Rd
 Minor Approach: Kinwood Dr/Creekview Dr

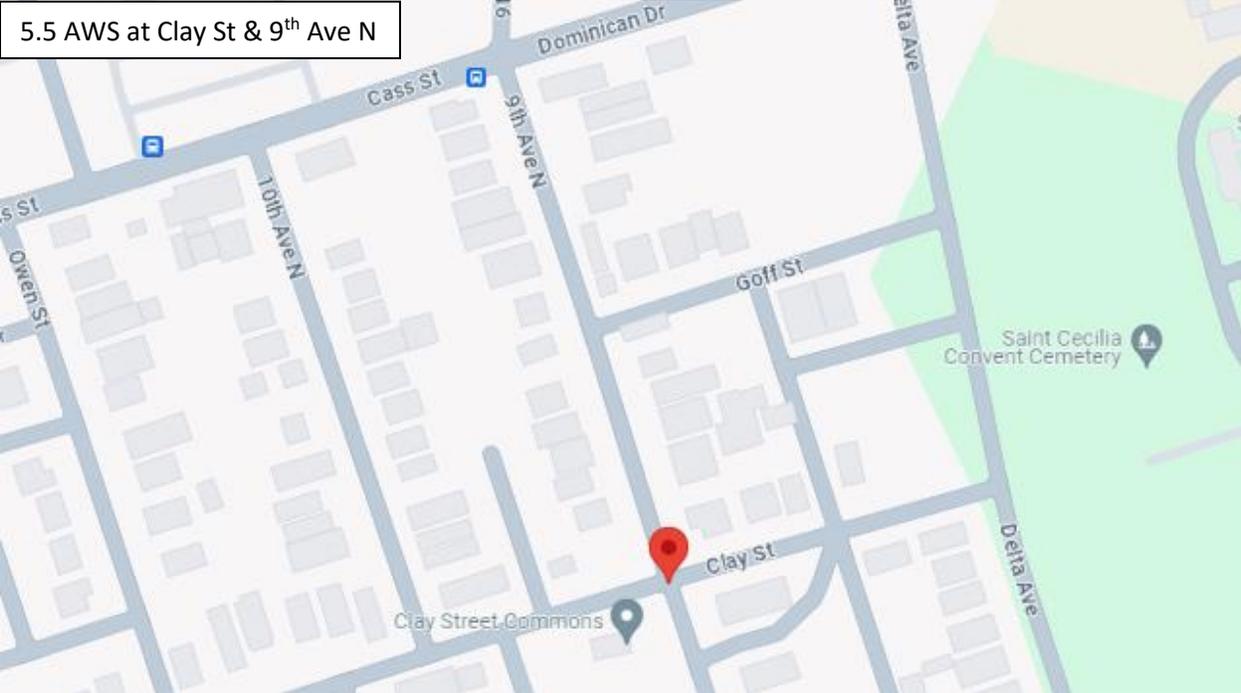
CRITERIA			CRITERIA MET?	
			YES	NO
A. Crash Experience				
4-leg Intersection	Have there been five (5) or more reported crashes in a 12-month period or six (6) or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control?		X	
3-leg Intersection	Have there been four (4) or more reported crashes in a 12-month period or five (5) or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control?			
Crash Data Date Range:			4/4/2021-4/4/2024	
Total # of Qualifying Crashes:			12 Months/36months: 6/18	
Qualifying Crash Types Experienced at Location:			Angle	

Recommendation: Approval of all-way stop at Anderson Rd & Kinwood Dr.

5.5 CD 21 Authorization for a new all-way stop at Clay St & 9th Ave N, requested by NDOT.

Analysis: The development at 829 Clay St (T2020059061) approval conditions included pedestrian improvements at the intersection of Clay St and 9th Ave N. At the time of development, the crash history at this intersection did not meet MUTCD warrants for an all-way stop. In May 2021, the developer’s consulting engineer also evaluated the need for all-way stop control based on future projected traffic volumes and determined that this intersection did not meet warrants for an all-way stop based on only volumes for only three hours where eight hours are required.

5.5 AWS at Clay St & 9th Ave N



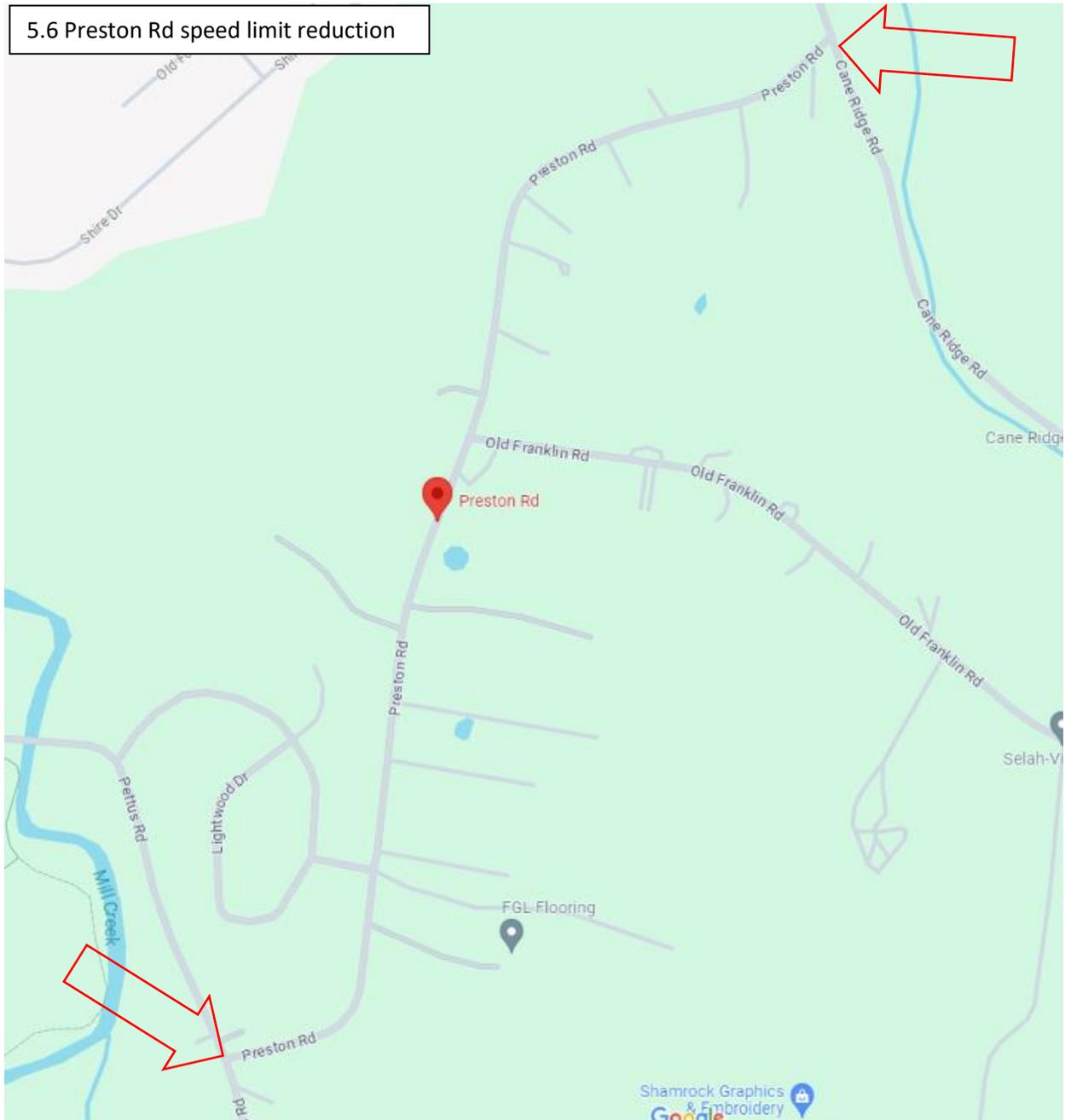
In the time since this traffic study was performed, NDOT re-evaluated the crash history with more data and found that for the period from May 2021 to May 2022, there were five reported angle crashes at Clay St and 9th Ave N, which would be correctable with all-way stop control. The MUTCD warrant threshold for crash history is five or more crashes that are subject to correction by an AWS in a 12-month period.

5/12/21	- angle crash
6/03/21	- angle crash
10/30/21	- angle crash
3/12/22	- angle crash
3/29/22	- angle crash
7/23/22	- angle crash
10/30/23	- angle crash

Recommendation: NDOT recommends an all-way stop at Clay St and 9th Ave N, based on meeting MUTCD warrants based on recent crash data.

5.6 CD 33: Authorization to reduce posted speed limit on Preston Rd from 40 mph to 35 mph between Pettus Rd and Cane Ridge Rd, requested by NDOT.

5.6 Preston Rd speed limit reduction



Analysis: Preston Rd is designated as a T3-R-CA3 in Metro’s major and collector street plan and has two 10-ft +/- lanes with multiple vertical and horizontal curves. Metro’s traffic schedule 2 shows the speed limit for Preston Rd as 40 mph from Pettus Rd to Cane Ridge Rd.

NDOT staff used the NCHRP 17-76 speed limit setting tool to determine a recommended speed limit based on speed data, site characteristics, and crash data to determine a new recommended speed limit of 35 mph.



Recommendation: Reduce posted speed limit of Preston Rd to 35 mph from Pettus Rd to Cane Ridge Rd.

5.7 CD 19: Authorization to change 15-minute time limited parking to 30-minute time limited parking on the south side of Junior Gilliam Way from 4th Ave N to 3rd Ave N, requested by Nashville Sounds.

Analysis: With the completion of First Horizon Park, the street parking on the south side of Jr Gilliam Way between 3rd Ave N and 4th Ave N was restricted to 15 minute parking. With nine years of baseball operations, the Nashville Sounds have requested that NDOT alter the time restriction from 15 minutes to 30 minutes to accommodate customers who visit the location to purchase merchandise, tickets, or meet with baseball staff.

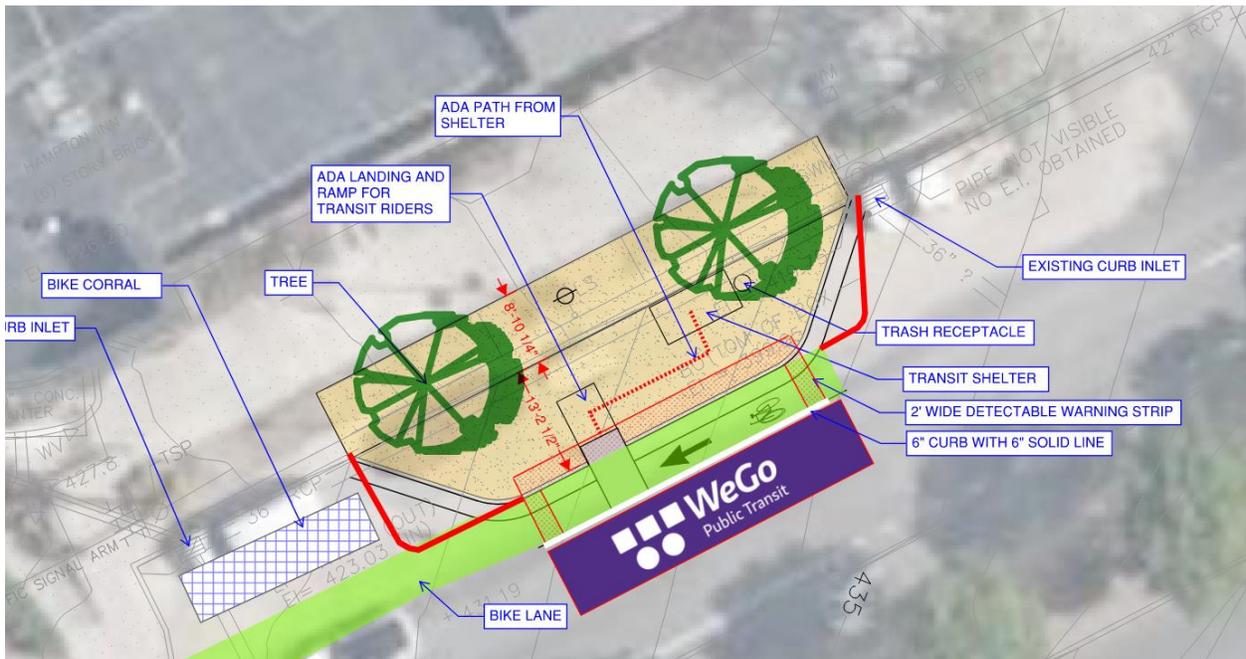


Recommendation: Approve change to time limited parking on Jr Gilliam Way from 15 minutes to 30 minutes from 4th Ave N to 3rd Ave N, effective 24/7.



5.8 CD 19: Authorization for removal of four unmetered parking spaces on the north side of Korean Veterans Blvd at 4th Ave S for installation of ADA accessible WeGo bus platform, requested by WeGo.

Analysis: The WeGo bus stop on Korean Veterans Blvd at 4th Ave S has over 400 daily boardings. The road closure on 2nd Ave N continues to affect routes that utilize this stop. WeGo seeks to improve the stop to make it more ADA accessible, but the proposed bus stop improvements will result in the loss of four unmetered parking spaces on the north side of KVB. The Metro traffic schedule indicates no specific parking restrictions at this location, although guest registration signage has been installed at this Hampton Inn location. The Connect Downtown study has no recommendations for hotel guest parking on KVB. NDOT staff has reached out to hotel management to keep them informed of this request. The hotel has an off-street valet accessed from Almond St.



Recommendation: Approve removal of four unmetered parking spaces for transit improvements.

Regular Agenda

6.1 Vision Zero update.

Analysis: N/A. Informational presentation only.

6.2 Mobile food & merchandise truck vending legislative update.

Analysis: A draft ordinance is provided separately from this report for the Commission's review and approval before Metro Council action.

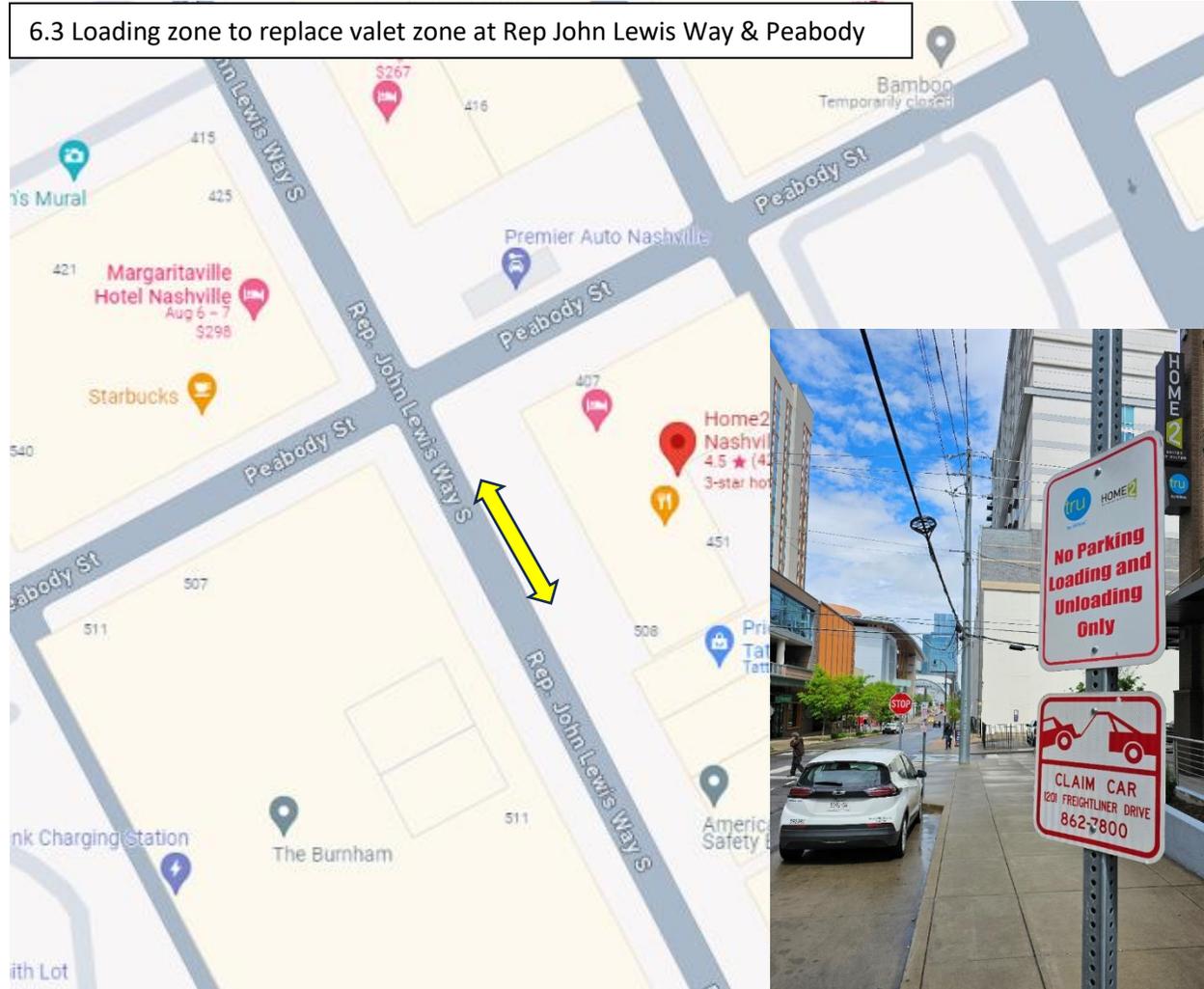
The Department of Public Works established a pilot program for food trucks around 2012 and began issuing temporary permits to vendors for food truck operations in the public right-of-way. The pilot program still exists but has never been codified by Metro. This proposed ordinance will amend Ch 13.08 of the Metro Code to allow NDOT to administer and enforce the truck food and merchandise vending program and allow the T&P Commission to establish rules and regulations to govern this program. Once the council adopts the ordinance, then NDOT will present relevant regulations to the Commission pursuant to the ordinance.

Recommendation: Approval of the draft ordinance.

6.3 CD 19: Authorization for new 65-ft Loading Zone, effective 24/7, and revocation of existing Valet Lane on east side of Rep John Lewis way at Peabody St, requested by TRU Hilton Hotel.

Analysis: There was a previously approved valet in the public right-of-way in the pull-off on the east side of Rep John Lewis Way at Peabody St at the TRU Hilton Hotel. The valet at this location has been abandoned since around 2021, and the valet signage was removed and replaced by the hotel with hotel-branded loading/unloading signage.

The hotel has submitted an application to NDOT for a loading zone to replace the abandoned valet zone at 506 Rep John Lewis Way. The capacity of the parking pull-off is approximately three vehicles and will be available for all users for loading and unloading purposes, subject to the normal 30 minute limit in Section 12.48.050 of the Metro Code.



Recommendation: Revocation of the valet zone and approval for a new loading zone, effective 24/7, on the east side of Rep John Lewis Way south of Peabody St.

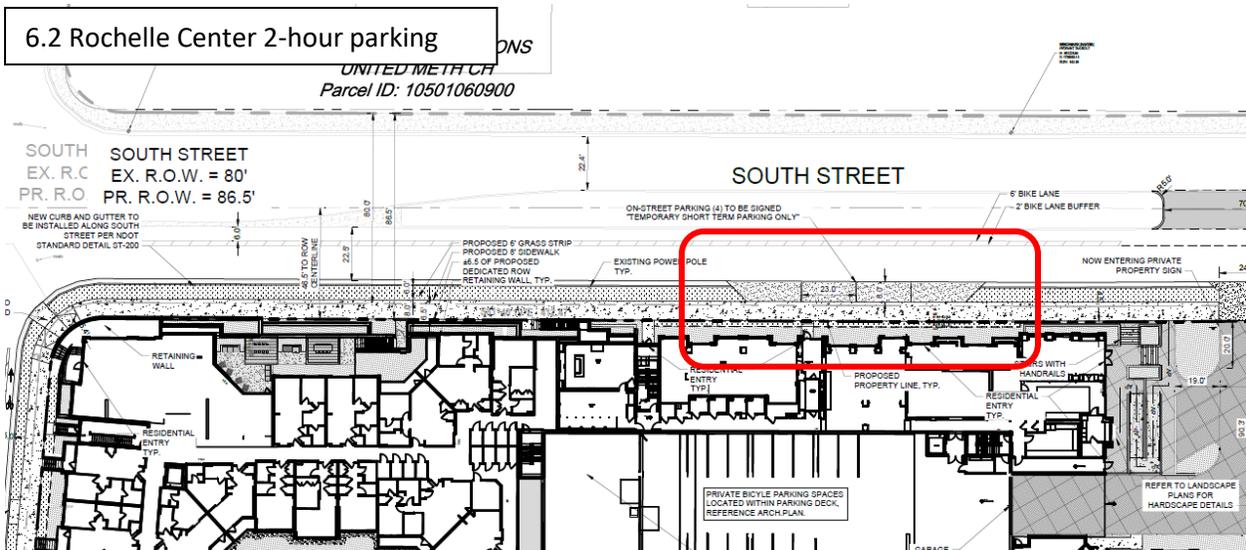
6.4 CD 17: Authorization for 2-hour limited parking for four parking spaces on the south side of South St, effective 24/7, east of 12th Ave S, requested by Kimley-Horn on behalf of the Rochelle Center.

Analysis: Redevelopment on the southeast corner of South St and 12th Ave S adds a four-space parking pull-off in the public ROW. The developer's consultant requested 2-hour limited parking from 6AM to 6PM, but NDOT is recommending two-hour limited parking 24/7.

6.2 Rochelle Center 2-hour parking



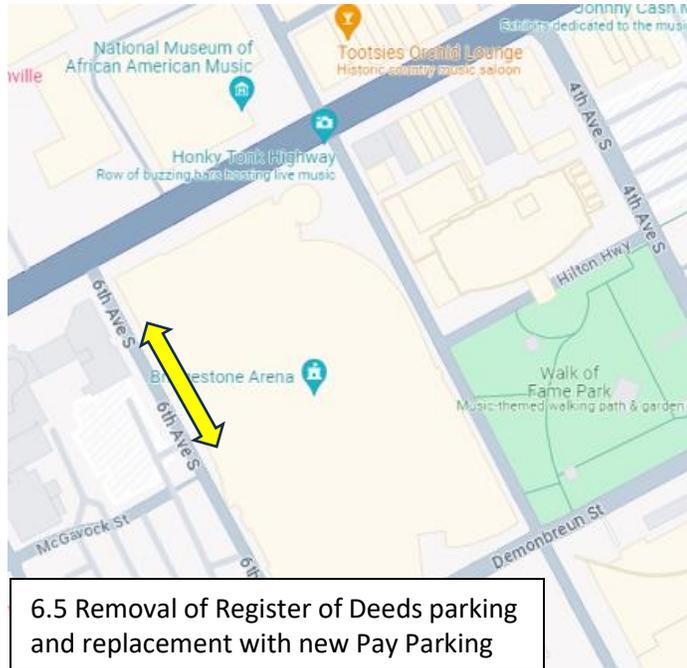
6.2 Rochelle Center 2-hour parking



Recommendation: Approval of two-hour limited parking, effective 24/7.

6.5 CD 19: Removal of designated Register of Deeds Parking—30 minute time limit and replacement with new 24/7 Pay Parking for approximately 8 spaces on the east side of 6th Ave S between Broadway and McGavock St, requested by NDOT.

Analysis: The Register of Deeds office is relocating from the Bridgestone arena to a new location on Deaderick. NDOT requests to remove the designated Register of Deeds parking on 6th Ave S by the Bridgestone and replace the parking with new Pay Parking 24/7. The total length of the new pay parking lane will be 170 ft +/-.

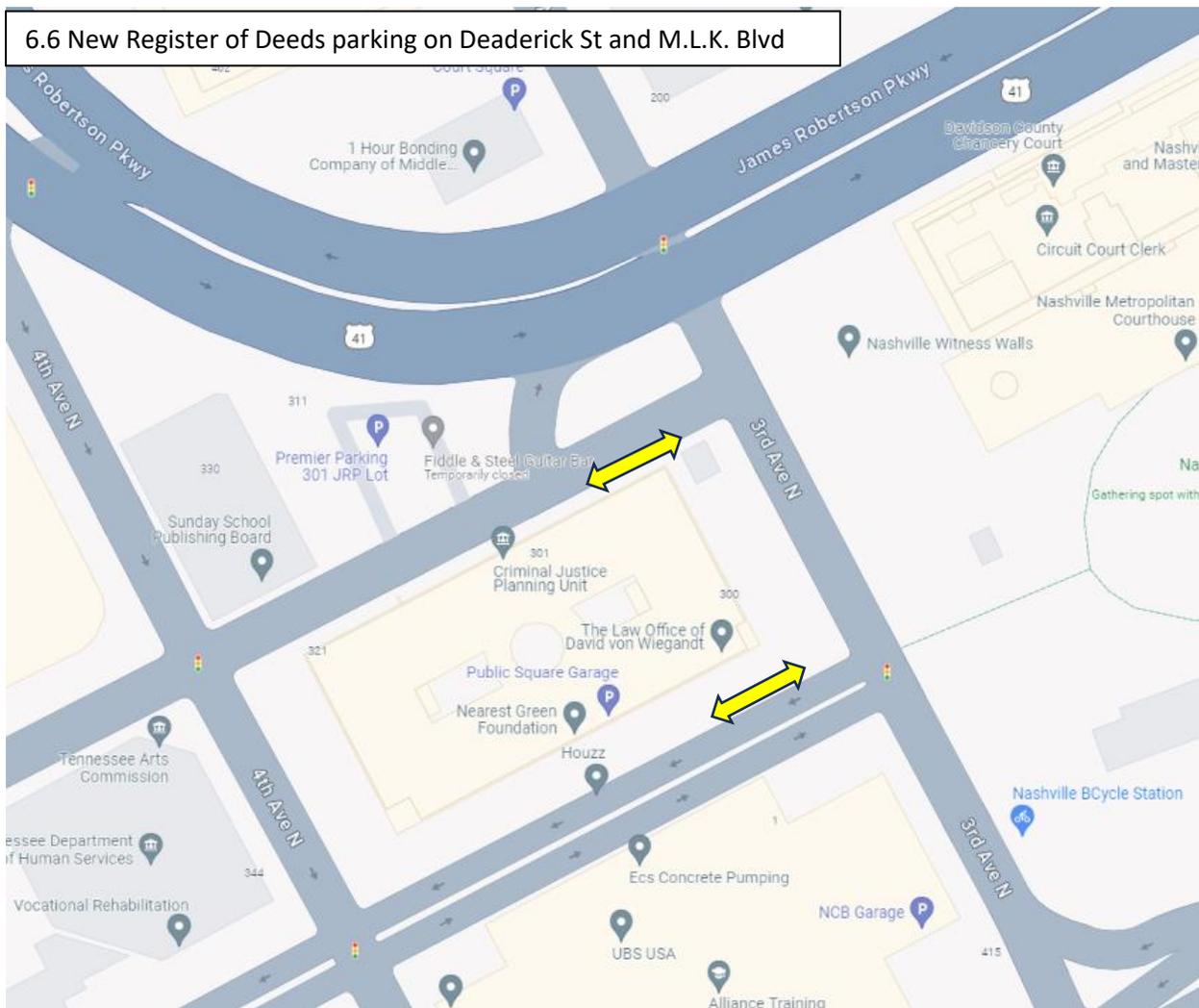


Recommendation: Removal of Register of Deeds parking and replacement with new 24/7 Pay Parking on the east side of 6th Ave S from Broadway to McGavock St.

6.6 CD 19: Authorization for designated Register of Deeds Parking—30 minute time limit 8AM to 4:30PM Mon—Fri, with Pay Parking during all other times—on the north side of Deaderick St between 3rd Ave N and 4th Ave N, and on the south side of Dr. M.L.K. Jr Blvd between 3rd Ave N approximately 100 ft west of 3rd Ave N, requested by NDOT.

Analysis: With the relocation of the Register of Deeds office from Bridgestone arena to Deaderick St, NDOT requests 30-minute Register of Deeds parking in the pull-off on Deaderick St at 3rd Ave N and for the metered spaces on M.L.K. Blvd at 3rd Ave N, effective 8AM—4:30PM Mon—Fri, with Pay Parking during all other times. Each of these two location has capacity for three parked vehicles, for a total of six spaces. The parking spaces on M.L.K. Blvd are already authorized for metered parking.

6.6 New Register of Deeds parking on Deaderick St and M.L.K. Blvd



Recommendation: Approval of Register of Deeds Parking, 30-minute limit from 8:00AM—4:30PM Mon—Fri, with Pay Parking during all other times.

6.7 CD 19: Authorization for new Pay Parking, effective 24/7

- on east side of 9th Ave S from Division St to Gleaves St,
- on west side of 9th Ave S from Division St to Old Division St,
- on the south side of Gleaves St from 9th Ave S to Overton St, and
- on the south side of Old Division St from 9th Ave S to 8th Ave S, requested by NDOT.

Analysis: Pay parking is already present along all other segments of Gleaves St and 9th Ave S in this neighborhood. The north side of Old Division St is not suitable for any legal parking. This request will add approximately 450 ft +/- along Gleaves, 500 ft +/- along 9th Ave S, and 250 ft +/- along Old Division St, although the actual number of available legal parking spaces will be significantly reduced due to the presence of numerous driveways, hydrants, and other intersections.

6.7 New pay parking for 9th Ave S, Gleaves, and Old Division St



Recommendation: Approval of new Pay Parking on the south side of Gleaves from 9th Ave S to Overton St, on the east side of 9th Ave S between Gleaves St and Old Division St, on both sides of 9th Ave S between Old Division St and Division St, and on the south side of Old Division St between 9th Ave S and 8th Ave S.

Unfinished Business

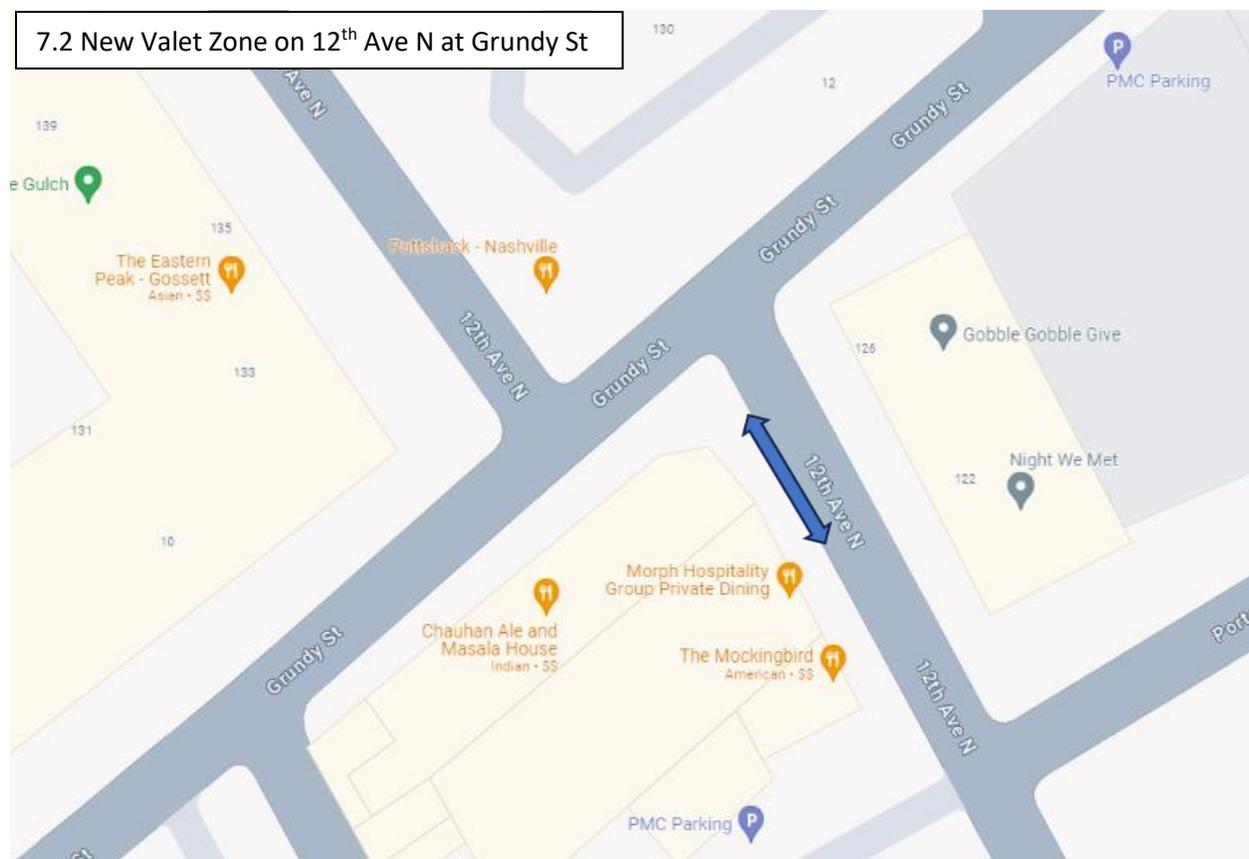
7.1 Valet fee policy approval.

Analysis: The revised valet fee policy is provided separately from this report. NDOT parking staff will be present to present this policy to the Commission and to field questions from the Commissioners. 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.

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

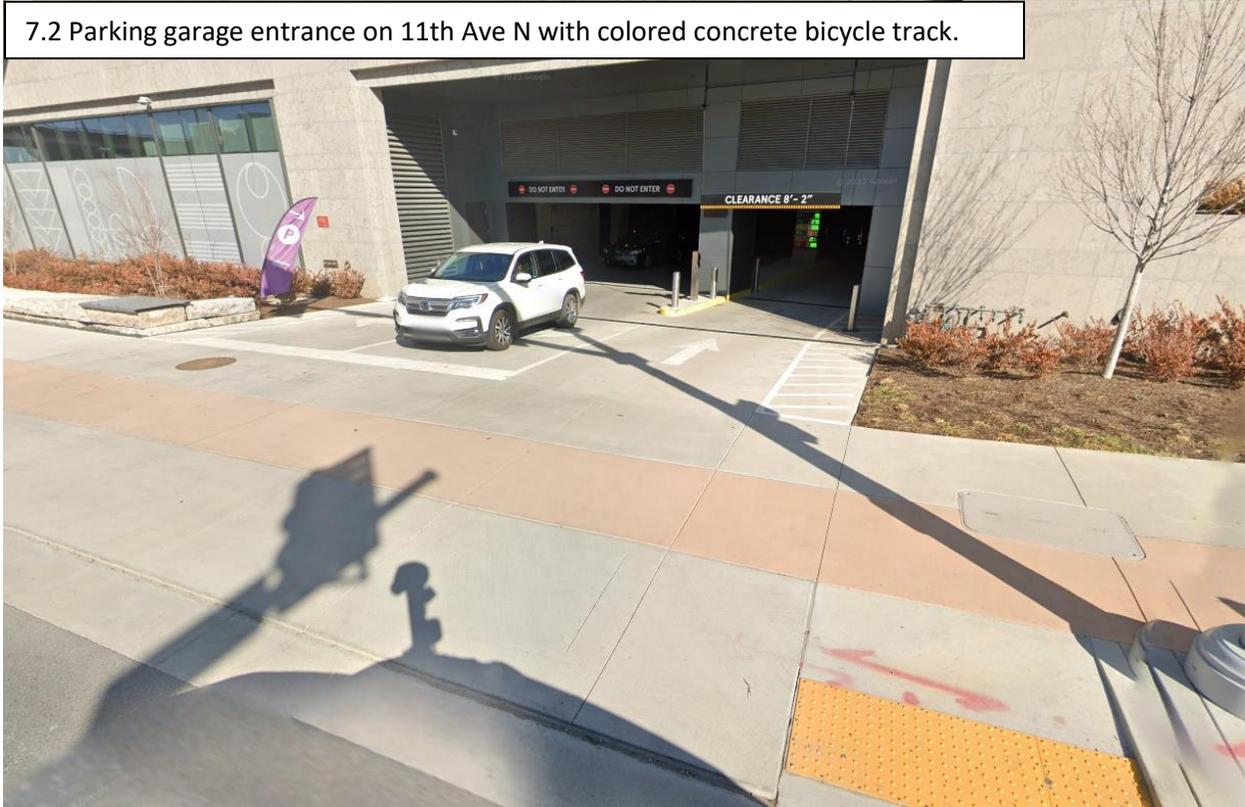
Analysis: This request is for a 50-ft Valet Zone on the west side of 12th Ave N at Grundy St for the Mockingbird and Chauhan restaurants. Both restaurants next door to each other are under the ownership of Morph Hospitality, also located at this site. Cars valeted from this location will be stored at 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.



At the April 8 meeting, the Commission expressed interest about the routing of valeted vehicles to the nearby parking garage and their impacts on a bicycle lane. There is a bicycle track integrated with the sidewalk along 11th Ave N. All vehicular traffic on Porter Ave and ingress/egress to the garage crosses the 11th Ave N bicycle track as well as the sidewalk as designed. Whether the cars are being valeted or drivers are self-parking in the garage, the expected traffic routing to and from the parking garage are unchanged by the presence of a valet zone on 12th Ave N.

Due to existing traffic congestion and ongoing construction in the area a valet zone at this intersection is not recommended. In the future, NDOT will evaluate the need to locate a loading zone or other curb usage and does not recommend a valet zone at 12th Ave N and Grundy at this time.

7.2 Parking garage entrance on 11th Ave N with colored concrete bicycle track.



7.2 All eastbound traffic on Porter St must cross a bicycle track as designed.



Recommendation: NDOT recommends disapproval of this valet request.