



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: January 6, 2025

SUBJECT: January 13, 2025, 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.

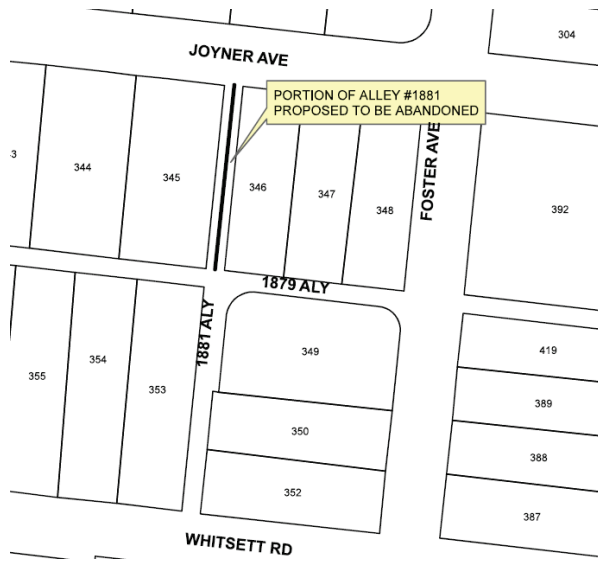
STAFF ANALYSIS:

Consent Agenda

5.1 CD 16: Approval of mandatory referral 2024M-009AB-001, a proposal to abandon a portion of Alley #1881 from Joyner Ave to Alley #1879, requested by property owner.
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Recommendation: Approval of mandatory referral 2024M-009AB-001.

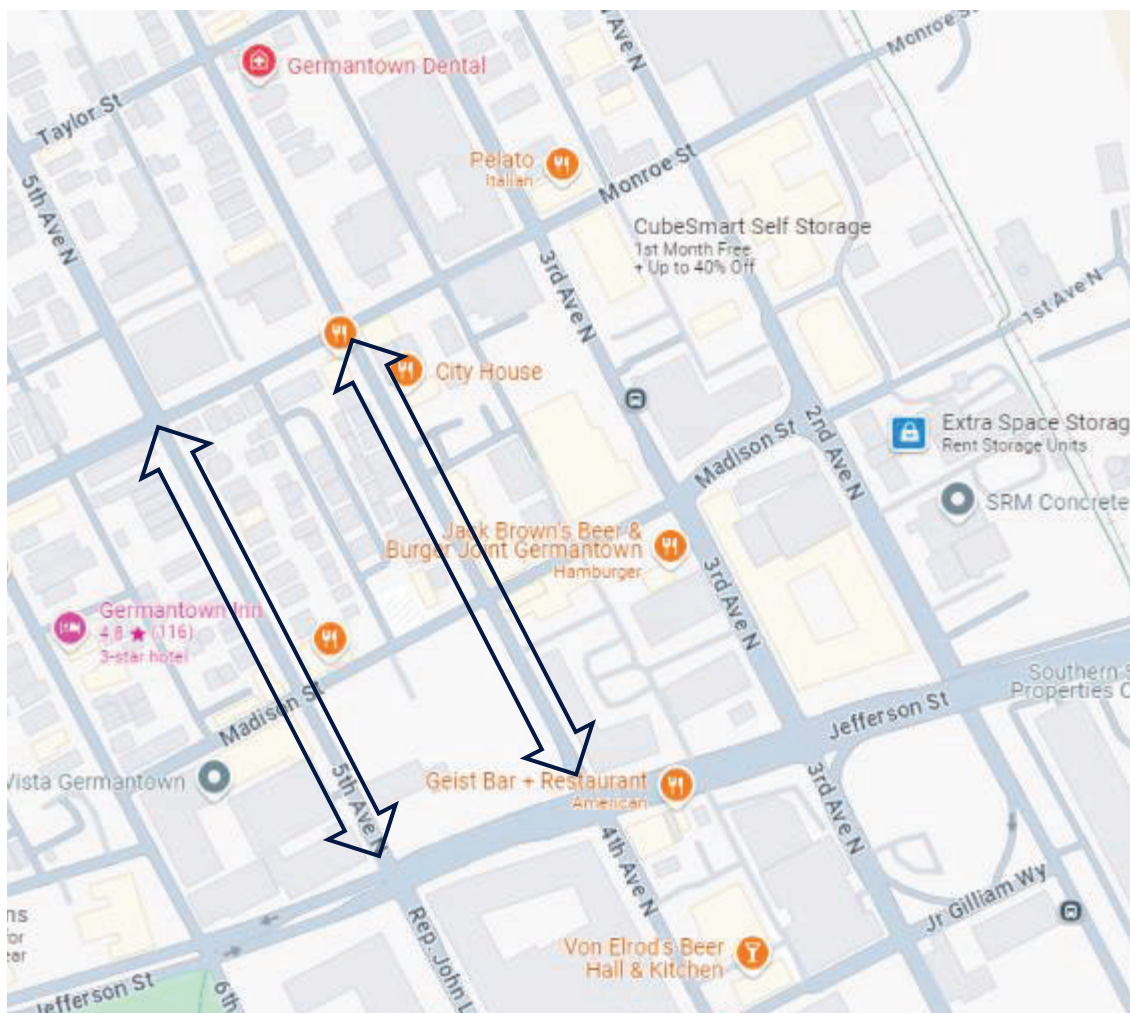
Analysis: This mandatory referral proposes to abandon a portion of unimproved Alley #1881 right-of-way, while retaining easements. Currently this alley does not serve a public purpose; abutting parcels addressed on Joyner Avenue served by existing alley #1897 which is not affected by this abandonment. The original plat dates back to 1893. There are no utilities present, and there are no engineering or access issues that have been identified. The abandoned right-of-way would revert back to abutting parcel owners.



5.2 CD 19: Authorization for new vehicle size restriction, No Trucks over 16,000 lbs, on 4th Ave N between Jefferson St and Monroe St, and also on 5th Ave N between Jefferson St and Monroe St, requested by NDOT.

Recommendation: Approval of new vehicle size restriction, No Trucks over 16,000 lbs on 4th Ave N and on 5th Ave N between Jefferson St and Monroe St.

Analysis: CM Kupin requested that NDOT examine traffic and parking issues and whether a new truck restriction could be approved on 4th Ave N and 5th Ave N between Jefferson St and Monroe St. Both streets have mixed residential and retail uses, with parking on both sides. 5th Ave N measures 31 ft +/- from face of curb, and 4th Ave N measures 32 ft +/- . With vehicles parked on both sides of the streets, approximately 17-18 ft remain available for two-way traffic. Large truck vehicle movements often result in yield flow conditions. Parking in Germantown is already a scarce resource, and there are no plans to remove parking on these corridors. Monroe St has an existing truck restriction east of Rosa L Parks Blvd. It's expected that that truck movements would use 2nd Ave N, 3rd Ave N, Garfield, and Jefferson St. Local truck deliveries remain exempt from a vehicle size restriction, per Metro Code.

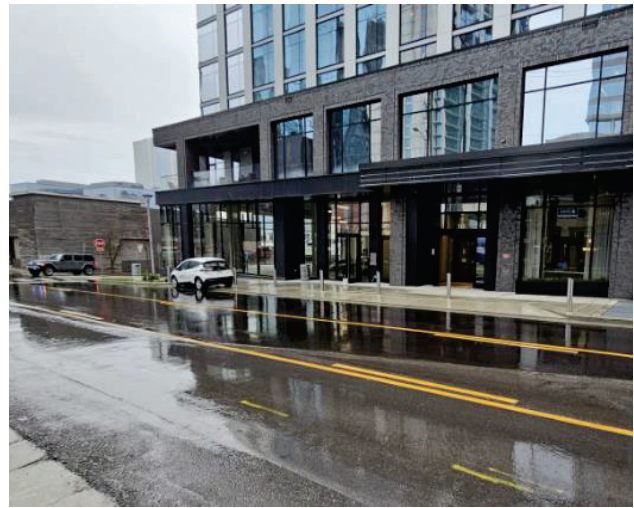
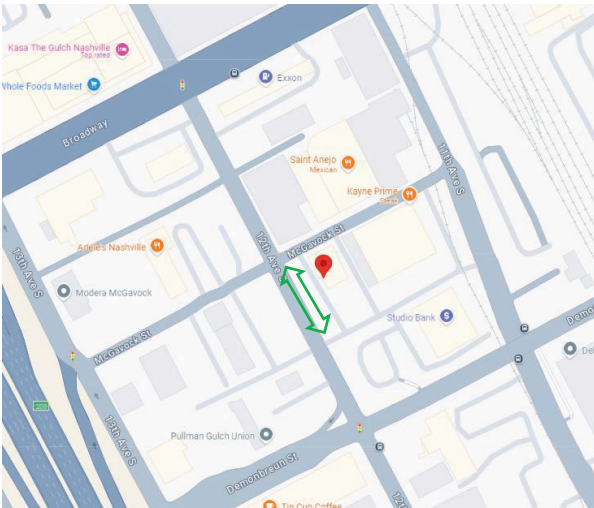




5.3 CD 19: Authorization for a new Valet permit for Caption By Hyatt Downtown—Nashville at 118 12th Ave S, requested by Parking Management Company.

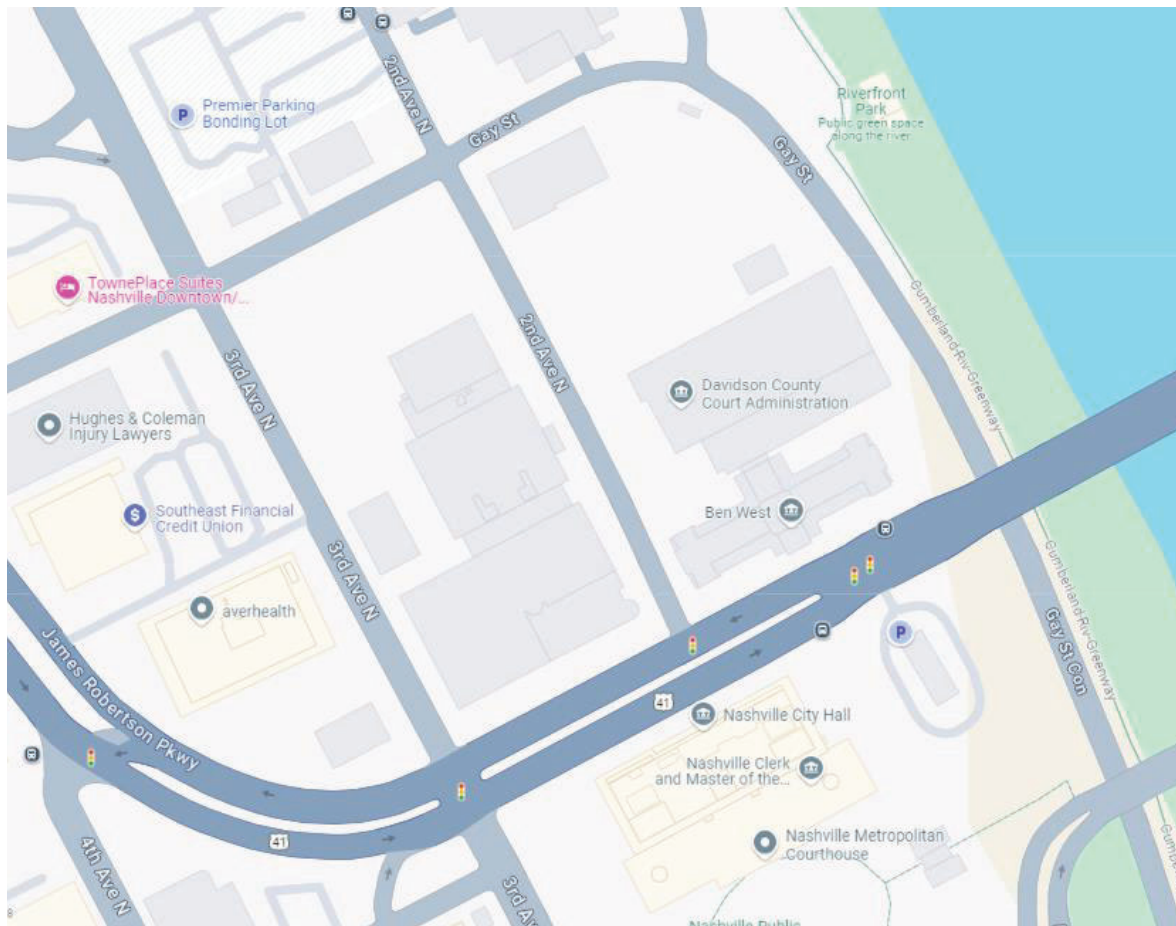
Recommendation: Approval of new valet lane, not to exceed 75 ft, and effective 24/7, on the east side of 12th Ave S at Caption By Hyatt Downtown, located at 118 12th Ave S.

Analysis: Caption By Hyatt Downtown is seeking a valet lane at the new hotel constructed in the Gulch at 118 12th Ave S. Parking Management Company proposes to operate a three-space valet in the curb cutout at this location on the southeast corner of McGavock St and 12th Ave S. Valet operations are proposed 24/7, with vehicles stored in the on-site hotel garage.



Recommendation: Approval of free parking for NDOT parking enforcement staff in the Metro courthouse parking garage.

Analysis: NDOT parking enforcement staff are routinely required to appear in traffic court and NDOT seeks a waiver of parking fees to use the Metro courthouse parking garage. While there is an existing Police Parking Only zone in the vicinity of 2nd Ave N, Gay St, and Gay St Connector, these spaces are not available for NDOT parking enforcement staff.



Regular Agenda

6.1 CD 24: Authorization to relocate existing traffic signal from Harding Pk & Kenner Ave to Harding Pk & Ridgefield Way, requested by KCI.

Recommendation: Approval, with conditions A through E as outlined below.

- A. The applicant will pay for the costs associated with the design, engineering, and construction of the traffic light and intersection, as approved at Ridgefield Way and Harding Pike.**
- B. The applicant will pay for the costs associated with the intersection's design, engineering, and construction, as approved at Kenner Avenue and Harding Pike.**
- C. Prior to issuance of the Use and Occupancy permit of the first structure in the first phase of development, the applicant will provide a public access easement for the intersection portion on parcel 10315001500. Prior to the issuance of any Use and Occupancy permits for structures located on parcel 10315001500, the applicant, if applicable, will meet the Major and Collector Street Plan requirements for the frontage of this parcel on Harding Pike.**
- D. Prior to issuance of the Use and Occupancy permit for any structures located on parcels 10315006000 and 10315002100, the applicant, if applicable, will meet the Major and Collector Street Plan requirements for the frontage of these parcels on Harding Pike.**
- E. The applicant will endeavor to work with WeGo to determine the location and design of a transit stop on the southbound side of Harding Pike between Bosley Springs Road and Kenner Avenue.**

Analysis: In May of 2005, the Metropolitan Planning Commission approved the Harding Town Center Urban Design Overlay (UDO) and the accompanying transportation study. This was the culmination of a public planning process for the commercial area near the intersection of White Bridge Road/Woodmont Boulevard and Harding Pike. One of the more prominent recommendations that came from that original transportation study was to relocate the traffic signal at Harding Pike & Kenner Avenue to the intersection of Harding Pike & Ridgefield Way. Over time, redevelopment of properties within the Village Center sub-district of the UDO were expected to support and contribute to this future signal relocation project.

Between 2022 and 2023, a number of redevelopment projects began both within and adjacent to the boundaries of the Harding Town Center UDO. As a result, an updated comprehensive traffic impact and mobility study was completed by KCI Engineering to evaluate the impact of the developments. That study provided a detailed analysis of the operation of the traffic signals at Harding Pike & White Bridge Road/Woodmont and at Harding Pike & Kenner Avenue. The existing spacing between these signals is approximately 350 feet. The proposed spacing between the White Bridge Avenue signal and Ridgefield Way is approximately 750 feet. The study determined that the

increase in signal spacing will reduce the impact the signals have on each other and help improve mobility on the corridor. Additionally, the MCSP currently classifies Kenner Avenue as a collector-avenue and Ridgefield Way as a local street. Ridgefield Way is planned to be improved to a collector-avenue. It is also important to note that Kenner Avenue has historically been part of NDOT's traffic calming program.

Based on the analysis of traffic and the operation the intersections and roadways near the development sites, the study made the following recommendations:

- Remove the existing traffic signal from the intersection of Harding Pike & Kenner Avenue
- Convert the northbound and southbound approaches of Kenner Avenue to right-in/right-out only with a center median island
- Install a new traffic signal at the intersection of Harding Pike & Ridgefield Way.
- Provide protected-permissive left-turn phasing on all approaches of the new traffic signal.

NDOT staff supports the implementation of these recommendations, including the signal relocation, and recommends approval of the traffic signal relocation with these conditions:



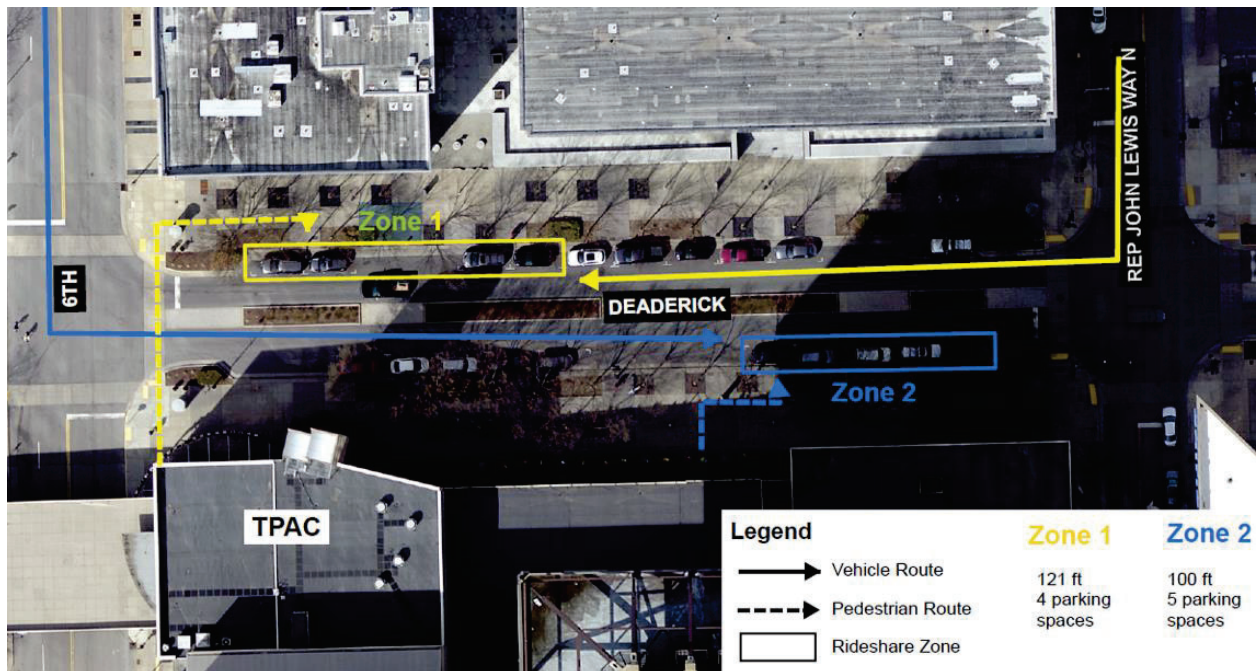
This is a non-voting presentation.

Unfinished Business

7.1 Approval of TPAC Ride Share Pilot

Recommendation: Approval of an NDOT Ride Share Pilot program, proposed for January 28 through February 23, 2025.

Analysis: A separate PowerPoint presentation is being provided separately from this report. Specific details of the pilot program will be supplied with the presentation.



New Business

Other Items

9.1 Change to T&P Commission starting time

The December Traffic & Parking Commission meeting was held on December 9, 2024 at the usual 3:00 pm time. NDOT had conducted an online poll asking for public input on a new 2:30 pm start time for Commission meetings. Commissioner Gibbs requested that NDOT extend a second poll to attempt a wider response about a permanent change to a starting time of 2:30 pm. Information about the proposed change in starting times was emailed to the Commissioners and 1,928 subscribers to the T&P email list. The poll remains open as of 1/3/25, but there have been 14 responses so far, with 11 in favor of a 2:30 pm starting time and three against.

1/3/25, 10:14 AM

Microsoft Forms

Responses Overview Active



1. Do you support permanently moving the start time of the Traffic and Parking Commission meeting to 2:30 p.m.?

