



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: February 3, 2025

SUBJECT: February 10, 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.

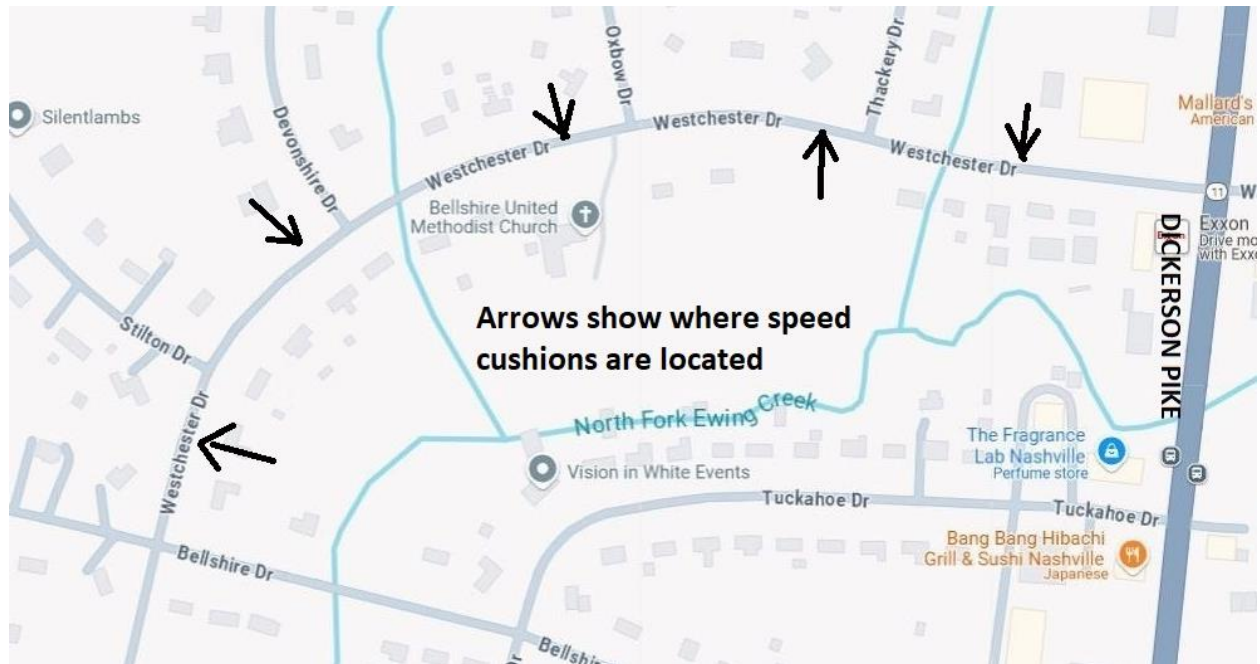
STAFF ANALYSIS:

Consent Agenda

5.1 CD 03: Authorization for new vehicle size restriction, no trucks over 8T on Westchester Dr between Dickerson Pk and Bellshire Dr, requested by resident.
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Recommendation: Approval of new vehicle size restriction, no trucks over 8 tons on Westchester Dr between Dickerson Pk and Bellshire Dr.

Analysis: Westchester Dr is a two-lane residential road that has seen in an increase in cut-through traffic to/from an often-congested segment of Dickerson Pk. The posted speed limit on Westchester is 25 mph. In the past year, NDOT has installed speed cushions as part of the neighborhood traffic calming program. Because heavy truck traffic continues to route through this neighborhood, NDOT recommends approval of a new truck restriction for Westchester Dr.



5.2 CD 05: Removal of existing parking restrictions on both sides of Hancock St between Joseph Ave and Meridian St, requested by CM Parker.

Recommendation: Remove existing parking restrictions on both sides of Hancock St between Joseph Ave and Meridian St.

Analysis: Hancock St is a two-lane non-collector residential local street that connects the McFerrin Park neighborhood to Dickerson Pike. It is configured for two-way traffic with approximately 33 ft +/- of pavement from face of curb. Since 2005, Hancock has had parking restrictions (No Parking or Standing) on both the north and south sides. CM Parker has reached out to NDOT with a request for removal of restrictions and restoration of on-street parking on Hancock St. NDOT concurs with CM Parker's request.



Regular Agenda

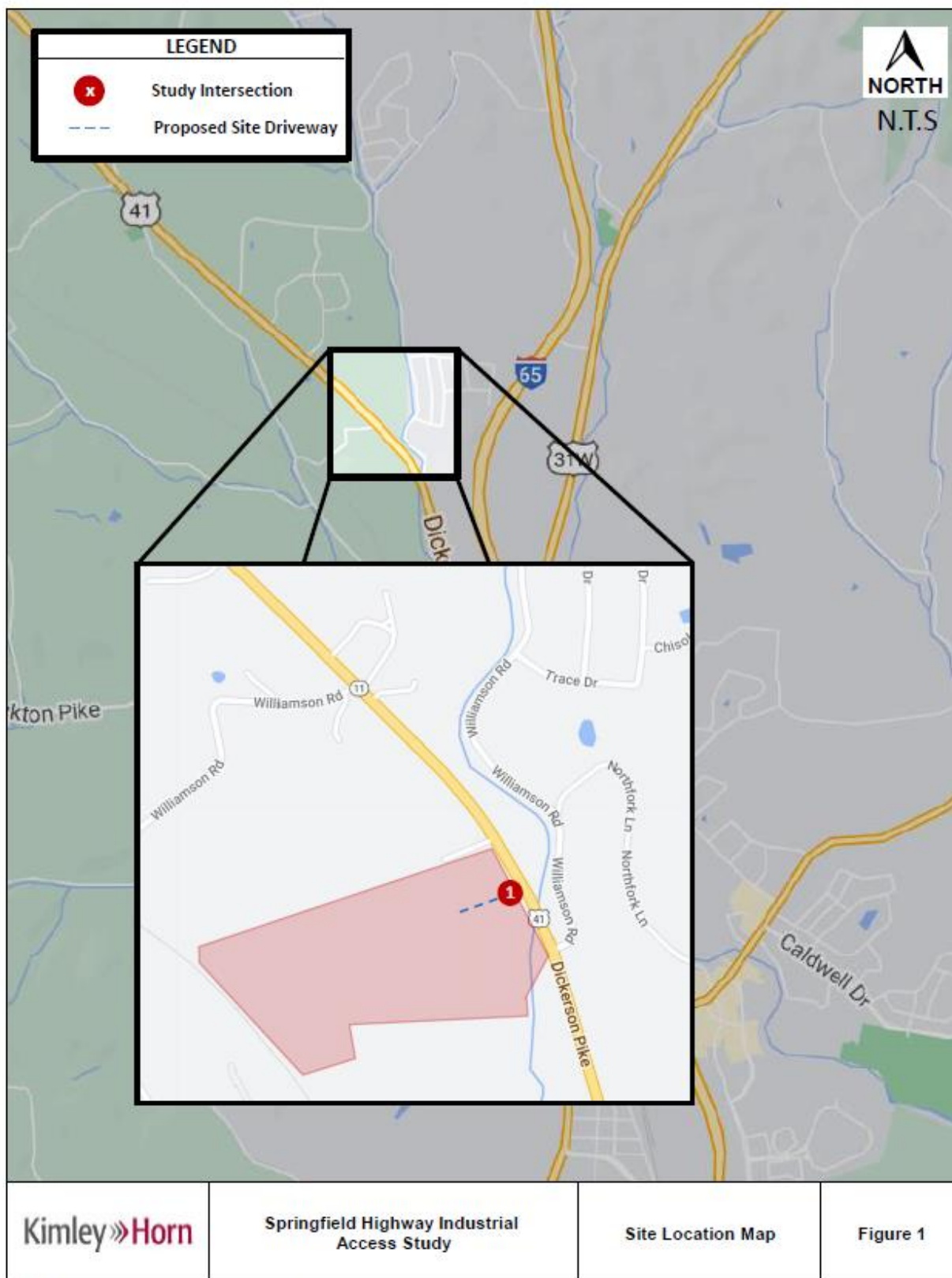
6.1 CD 10: Authorization for a new traffic signal at 1100 Springfield Hwy, requested by developer.

Recommendation: Authorize new traffic signal for new industrial driveway approximately 650 ft north of Williamson Rd.

Analysis: Kimley Horn, an engineering consultant on behalf of a property developer, has requested approval of a new traffic signal for a planned industrial development at 1100 Springfield Hwy north of Goodlettsville in Davidson County.

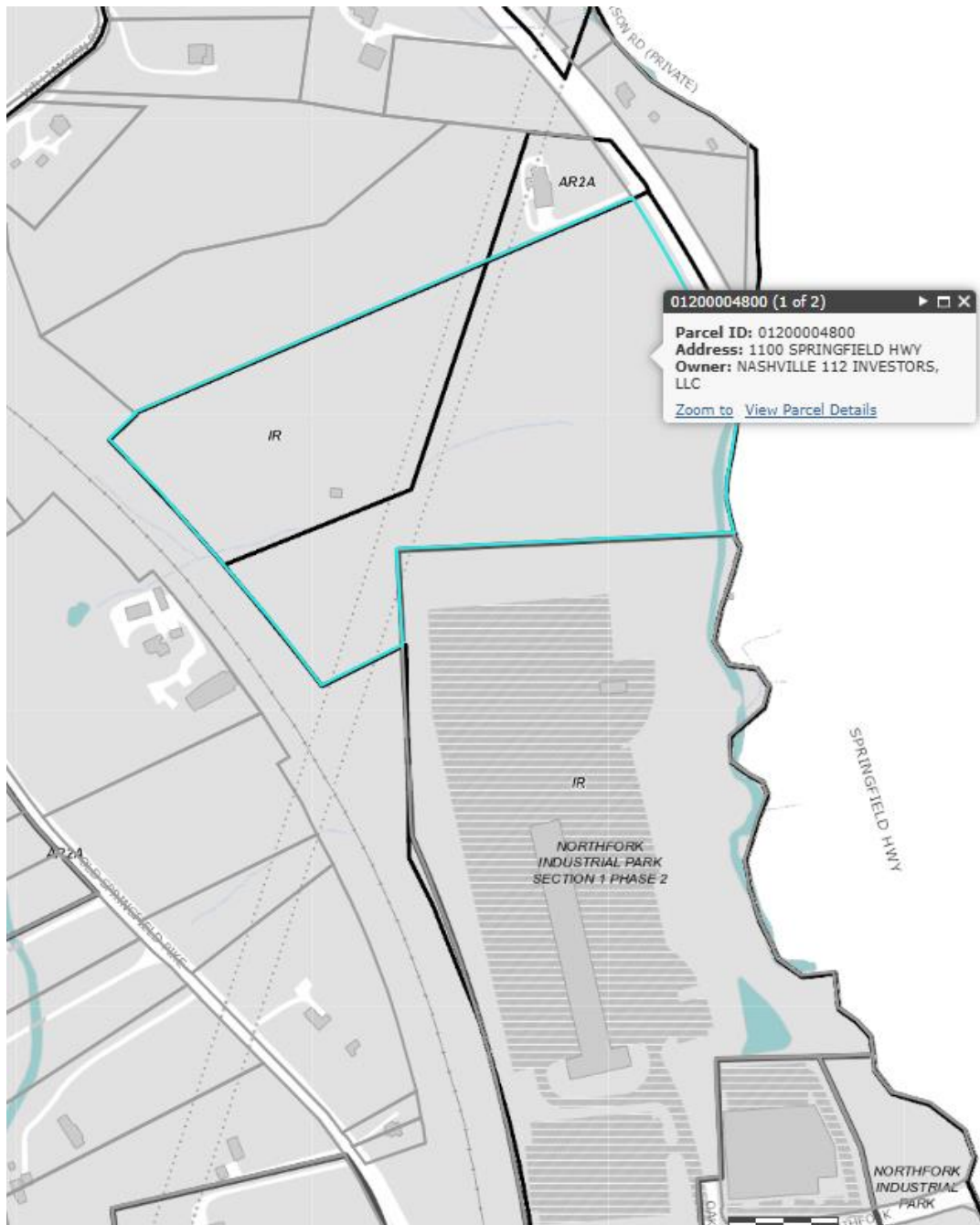
A traffic analysis was performed by the consultant and determined that the traffic generated by this proposed development will meet MUTCD Warrant 3 for PM peak hour traffic. The study recommends signalization of the proposed industrial driveway.

NDOT Development concurs with the consultant's recommendations, and recommends approval of a new traffic signal at 1100 Springfield Hwy.



K:\NSH_DEV\118458000 - Springfield HWY15-Traffic\4-Report\Figures

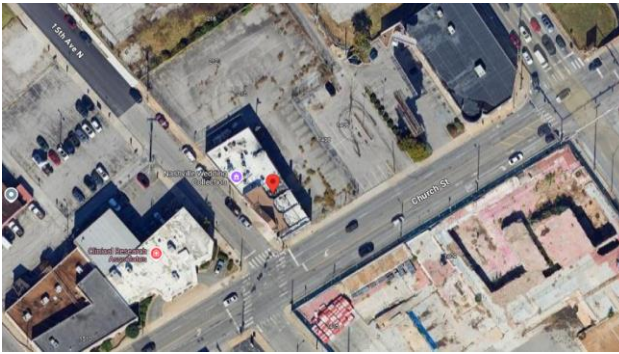




6.2 CD 19: Authorization to revoke valet lane on the northeast corner of 14th Ave N and Church St at 1418 Church St, requested by NDOT.

Recommendation: Revocation of existing valet at 1418 Church St.

Analysis: The existing valet lane at this location was approved in January 2022 but has been requested for removal by the business at this location. NDOT recommends removal of the valet lane.



Unfinished Business

7.1 CD 19: Authorization to extend the downtown sidewalk vending restriction into the Gulch, including the area bounded by Broadway, 12th Ave S, Division St, and 8th Ave S, requested by Gulch stakeholders and NDOT.

Recommendation: NDOT recommends a six-month deferral until August.

CM Kupin has requested a four-month deferral, but NDOT wants to obtain more data during months when vending normally occurs and recommends a six-month deferral to August.

The analysis below was presented to the Commission at the October 2024 meeting but was deferred to the February meeting. Seasonal vending in the Gulch has been noticeably reduced during the winter months.

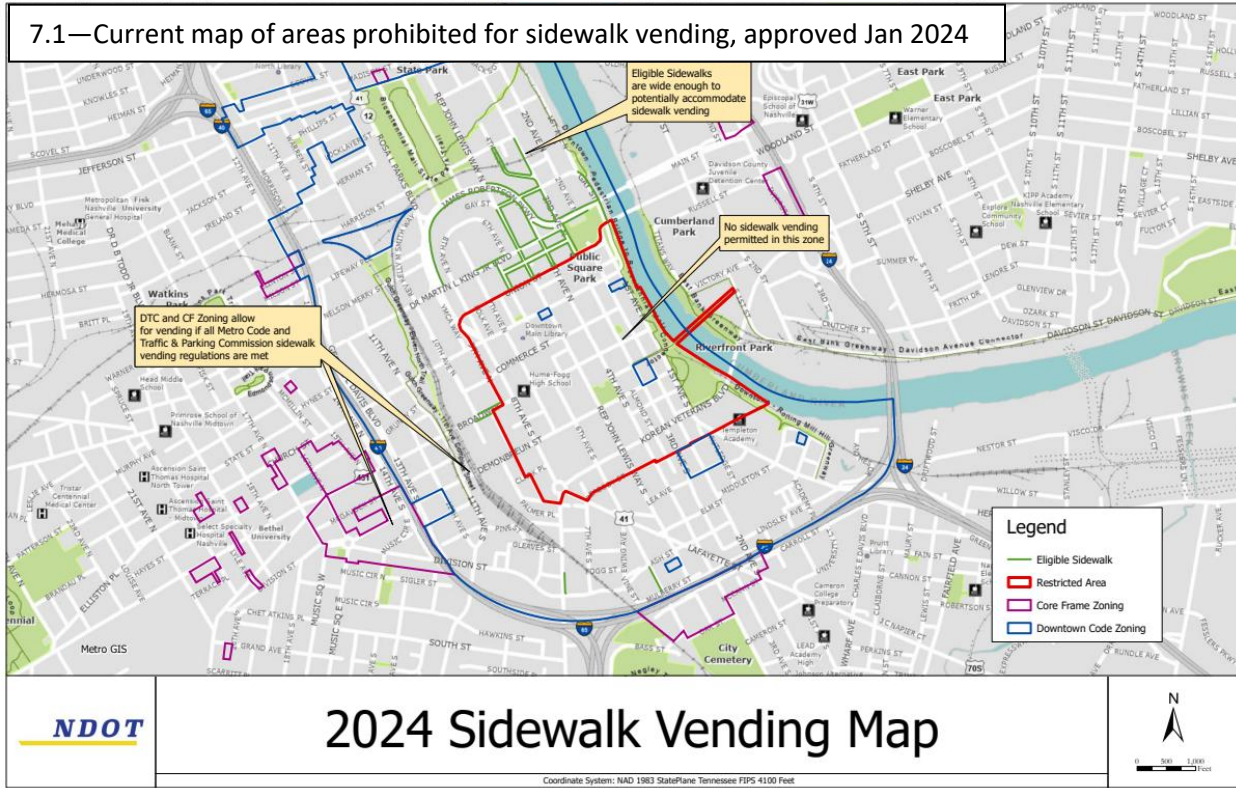
Analysis: Metro Code Section 13.08.040.B(6)(b)(i) authorizes the Traffic & Parking Commission the power to set regulations to ensure free flow of pedestrian and vehicular traffic and ensure public safety and appropriate clearances around features in the public right-of-way such as intersections, parking spaces, hydrants, building entrances, and the like. Additionally, the Commission is authorized to adopt a map or maps showing the locations where sidewalk vending is prohibited and/or where it is permitted.

The Commission most recently amended its sidewalk vending regulation at its meeting on January 8, 2024, establishing the current map of downtown areas prohibited for sidewalk vending. That process involved a presentation to the Commission in December 2023, a mass mailout to vending permit holders in late December 2023, and a vote by the Commission in January 2024. Those steps are being followed with this new request. After the presentation to the Commission's September 9, 2024, meeting, NDOT conducted a bulk mailout to current sidewalk vending permittees, and this request is now presented to the Commission for an approval vote.

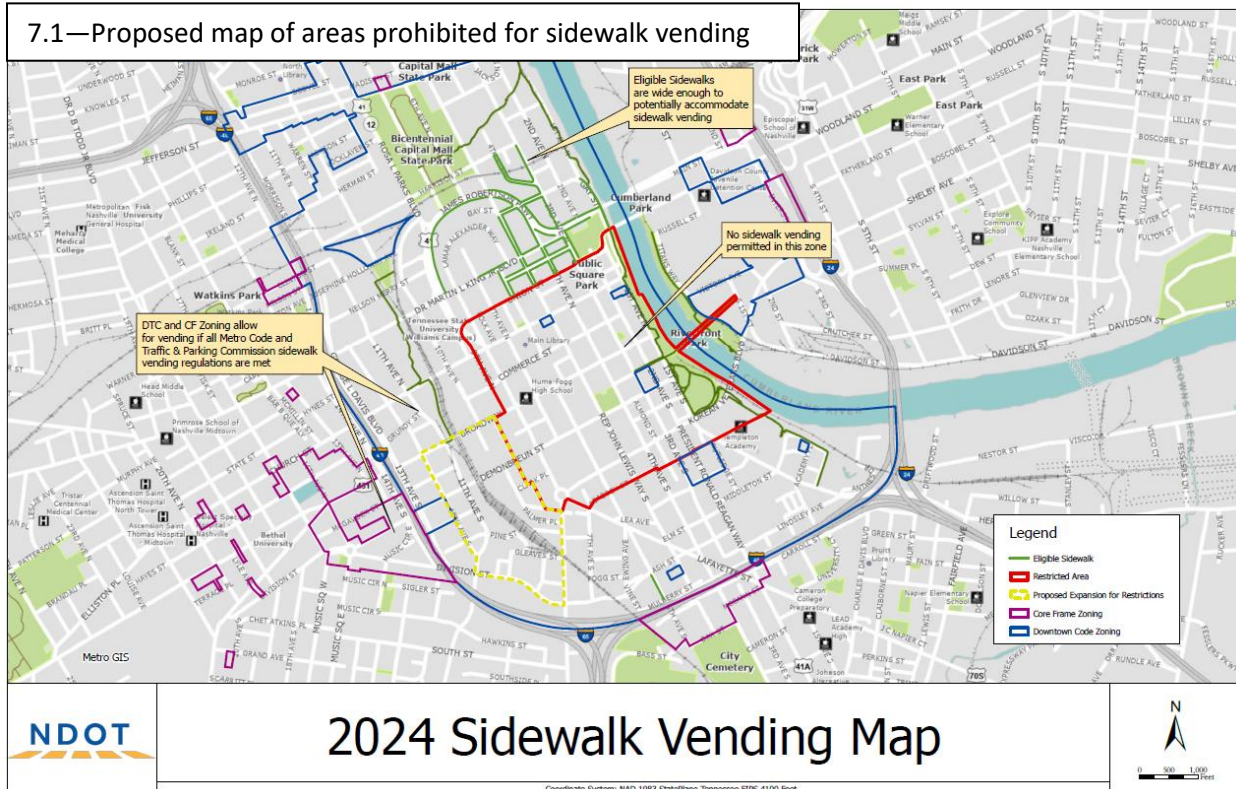
The proposed sidewalk vending map shows the areas where both the zoning allows vending and where the sidewalks are potentially sufficiently wide enough to accommodate sidewalk vending. Because sidewalk widths can vary from block to block even on the same street, the exact locations of vending spots are not shown. Generally speaking, vending locations will require a sidewalk width of at least 12 ft in width located within DTC or CF zoning.

NDOT queried Hub Nashville for sidewalk vending complaints for the period from 9/1/24 to 10/31/24 and had 46 sidewalk vendor complaints during this time frame. Of those 46 Hub complaints, 33 were within or adjacent to the Gulch. The majority of Hub complaints are for vending without a permit, and most of those occurred at locations on 11th Ave S.

7.1—Current map of areas prohibited for sidewalk vending, approved Jan 2024



7.1—Proposed map of areas prohibited for sidewalk vending



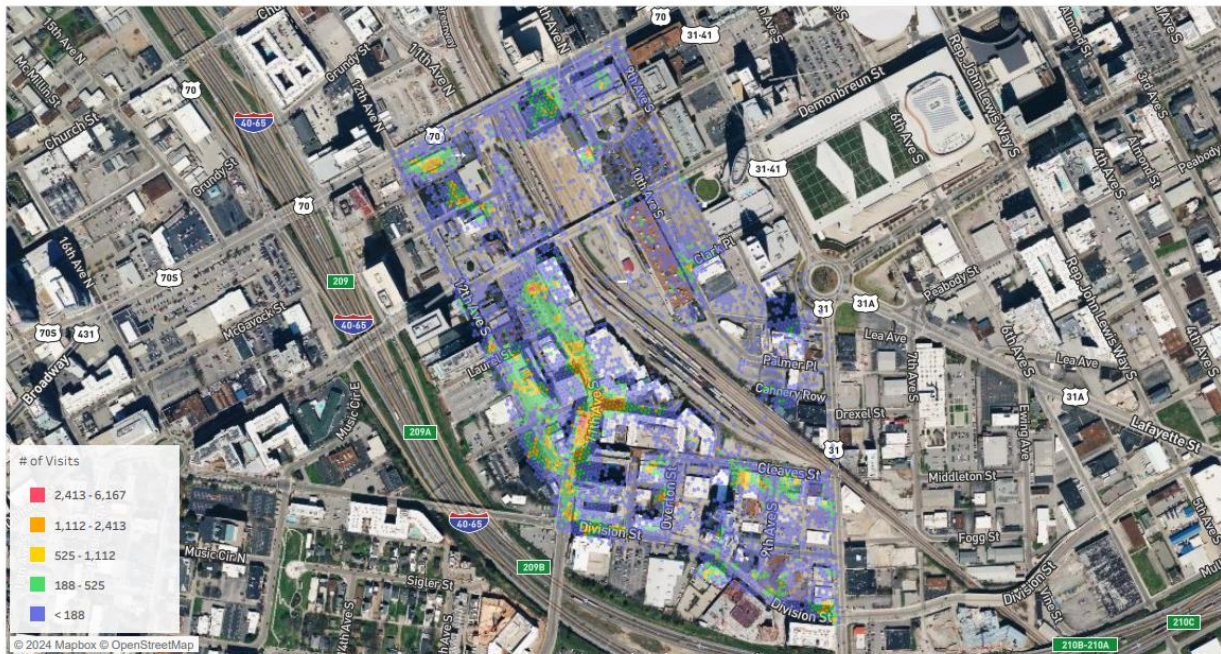
A heat map was provided to NDOT that shows a snapshot of pedestrian activity for the month of June 2024 in the Gulch with the heaviest pedestrian activity concentrated around 11th Ave S and 12th Ave S.

Hexagon Heatmap Based on Visitation | June 1st, 2024 - June 30th, 2024



Gulch Vending Nashville, TN

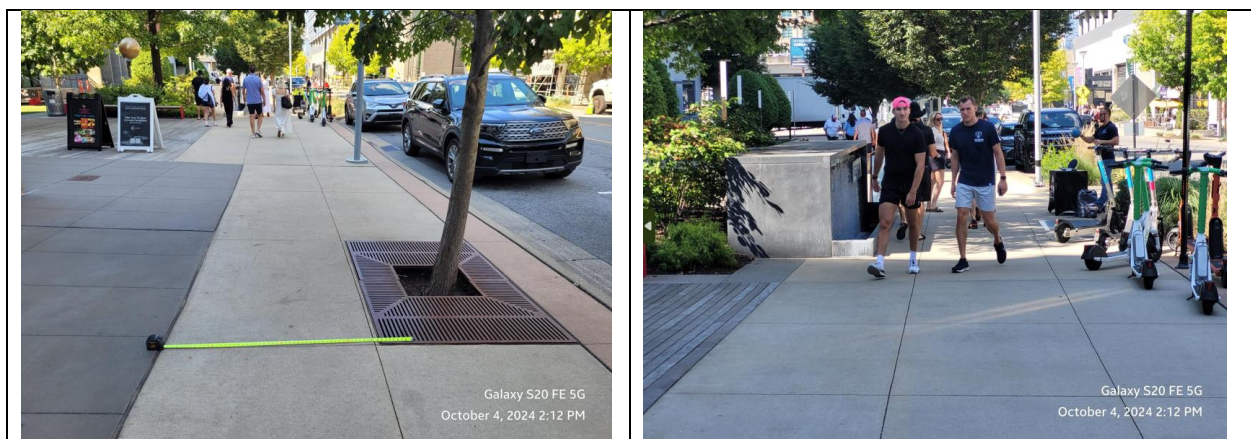
7.1—Heatmap of pedestrian activity in the Gulch

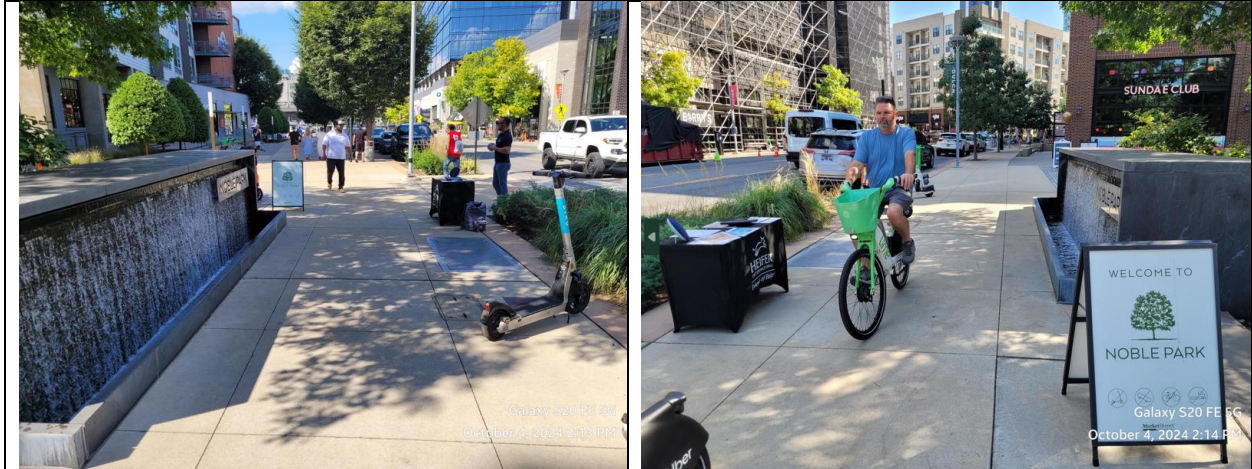


Delivery Date: 09 Jul 2024

Audience Filter: Visitors

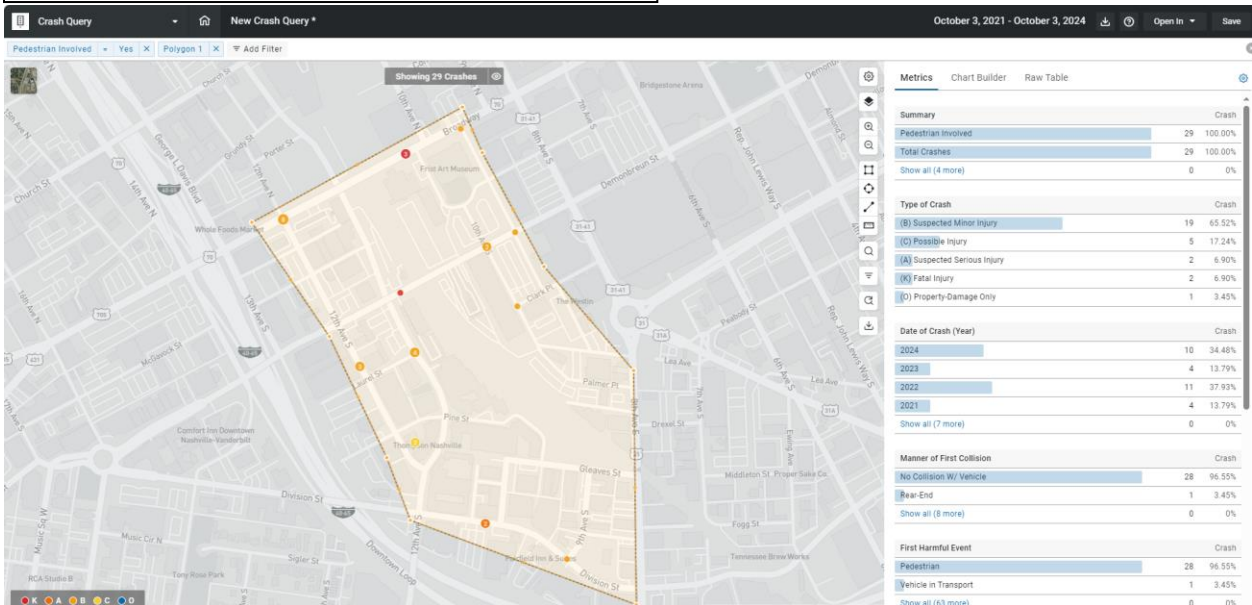
The sidewalk in the Gulch is mostly 10-ft in width, with a landscaped furnishing zone taking half of the available path of travel. While a vendor could technically set up a stand in the furnishing zone, the ADA path of travel would be diminished by any customer queue at the stand. In the photos below, Noble Park (to the left in the first three photos) is private property. Almost all of the sidewalk in the Gulch abuts metered parking or valet lanes, which significantly reduces the availability of viable vendor locations. Vendor stands are prohibited within 15 ft of any fire hydrant, fire escape, bus stop, parking meter, or loading zone.





Using TITAN and AASHTOWARE, NDOT performed a three-year crash history query of the Gulch area and found that there were 29 pedestrian-related crashes. Of these pedestrian crashes, 26 were injury crashes, and two were fatal. Insufficient data exist to establish correlation between pedestrian crashes and sidewalk vending, but the data do show a concerning post-COVID upward trend in pedestrian crashes within the Gulch.

7.1—3-year pedestrian crash history for the Gulch



NDOT is actively working to proactively remove sidewalk obstructions such as scooters, bicycles, sandwich boards, and vending stands from locations with the greatest pedestrian densities such as downtown and now in the Gulch. NDOT has begun installing new scooter and bicycle corrals adjacent to the curb in downtown locations and is working with the mobility companies to incentivize using the corrals and to disincentive use of the sidewalk for scooters and bikes.

The staff recommendation is to expand the existing no-vending area into the Gulch area as described.

New Business

Other Items

9.1 Update on downtown security bollards/barricades.
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This is a non-voting item presented for information for the Commission.