



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 8, 2025

SUBJECT: April 14, 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 02: Authorization for new Pedestrian Hybrid Beacon at 2400 Clarksville Pk, requested by NDOT.
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Recommendation: Approval of new PHB at the 2400 block of Clarksville Pike.



Analysis: NDOT presents this technical memorandum from NDOT Engineer Jewel Palit to the Commission in support of a new PHB.

MEMORANDUM

To: Traffic Commission

From: Jewel Rana Palit, Traffic Engineer

Date: April 02, 2025

Subject: Justification for Proposed PHB Installation at Save-A-Lot, Clarksville Pike

Overview

The Nashville Department of Transportation and Multimodal Infrastructure (NDOT) proposes the installation of a Pedestrian Hybrid Beacon (PHB) at the midblock location in front of Save-A-Lot on Clarksville Pike (Coordinates: 36.185278, -86.816027). This location has been identified as a high-priority site based on a combination of pedestrian crash history, high midblock crossing activity, and supporting data from LiDAR-based pedestrian detection. NDOT plans to integrate existing LiDAR sensors at this location to provide passive pedestrian detection. The system will automatically trigger the PHB when a pedestrian is detected waiting to cross, ensuring timely activation and reducing risk. This real-time response will help create a temporary but reliable “safe zone” for pedestrian movement across a high-speed corridor.

Crash History and Risk Factors

Over the past three years, two fatal pedestrian crashes have occurred at this specific midblock location. These incidents underscore a recurring safety concern for pedestrians attempting to cross Clarksville Pike, especially in the absence of nearby controlled crossings. Traffic volumes, road geometry, and observed speeds contribute to elevated risk:

- The segment near Save-A-Lot is located between one signalized intersection and one unsignalized intersection, resulting in frequent midblock crossings by pedestrians.
- Downhill slope east of the site increase vehicle speeds and reduce visibility for both drivers and pedestrians.
- There is no existing signal or pedestrian facility to assist safe crossings in this area.

LiDAR-Backed Observations

NDOT has deployed LiDAR sensors along the Clarksville Pike corridor through the USDOT SMART Grant initiative. Data from these sensors at this location show:

- A high frequency of pedestrian presence and midblock crossings.
- Multiple near-miss events between vehicles and pedestrians, indicating an urgent need for safety measure.
- Reliable passive detection capabilities for both vehicles and pedestrians, offering an opportunity for dynamic and responsive pedestrian infrastructure.

Proposed Solution: Pedestrian Hybrid Beacon (PHB)

NDOT recommends installing a Pedestrian Hybrid Beacon at this location due to its effectiveness and compatibility with existing technology:

- PHBs are a proven safety countermeasure endorsed by the FHWA for midblock crossings and locations with high pedestrian activity and crash risk.
- The proposed PHB will be integrated with LiDAR detection, allowing for passive pedestrian detection. This ensures timely beacon activation without requiring manual input from pedestrians, particularly benefiting individuals with disabilities or distracted walkers.
- The device will also alert drivers with a red signal, creating a controlled crossing gap and significantly enhancing pedestrian visibility and safety.

Conclusion

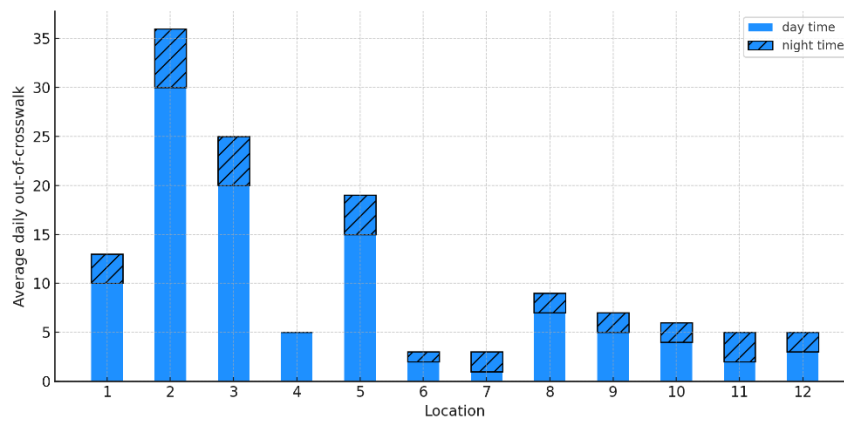
The combination of historical crash data, roadway conditions, and real-time LiDAR detections presents a compelling case for PHB installation at the Save-A-Lot midblock location on Clarksville Pike. This measure is expected to substantially improve pedestrian safety by providing a reliable, automated, and MUTCD-compliant crossing system.

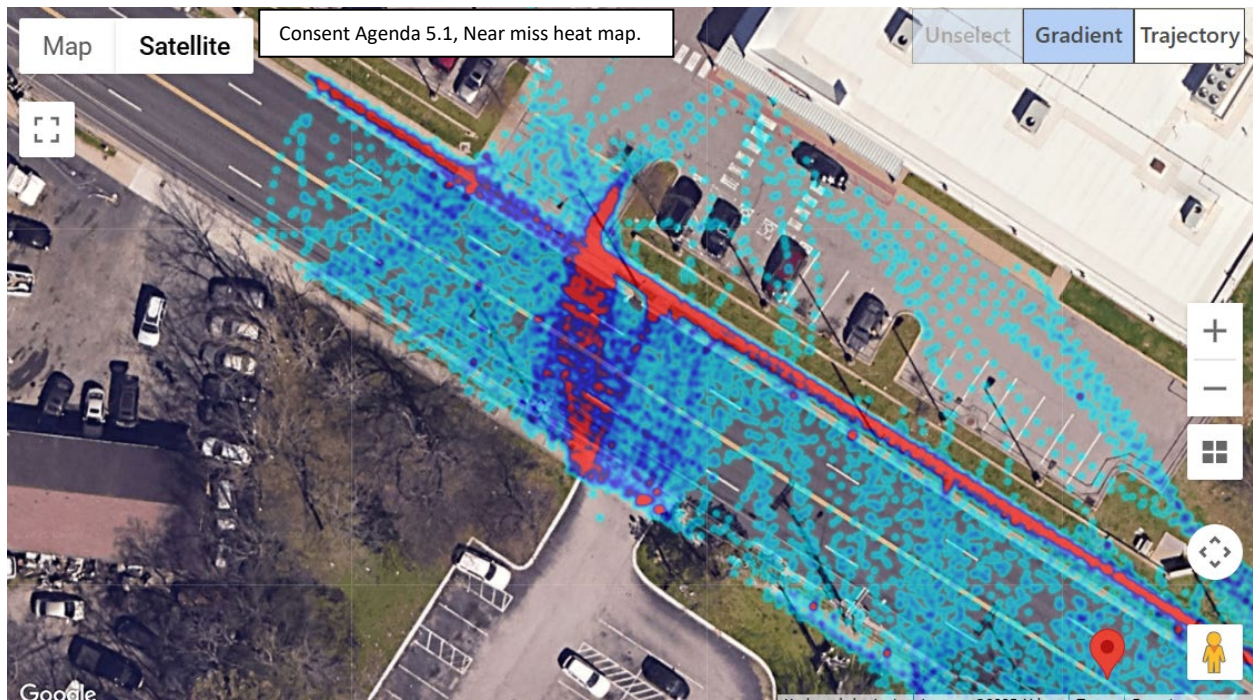
Contact

Should you need further consultation on this matter, please contact Jewel Rana Palit via jewel.palit@nashville.gov



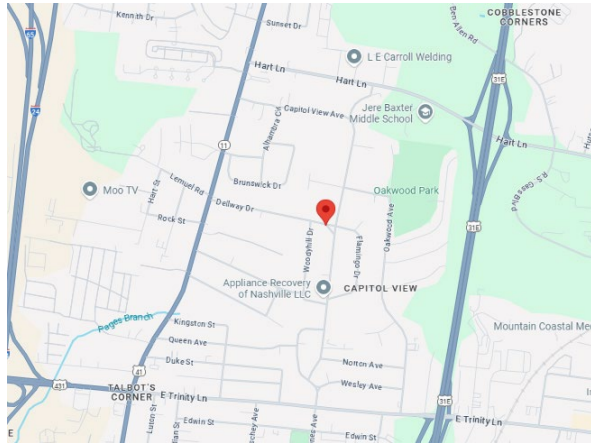
Consent Agenda 5.1, Average Daily Pedestrian Crossings.



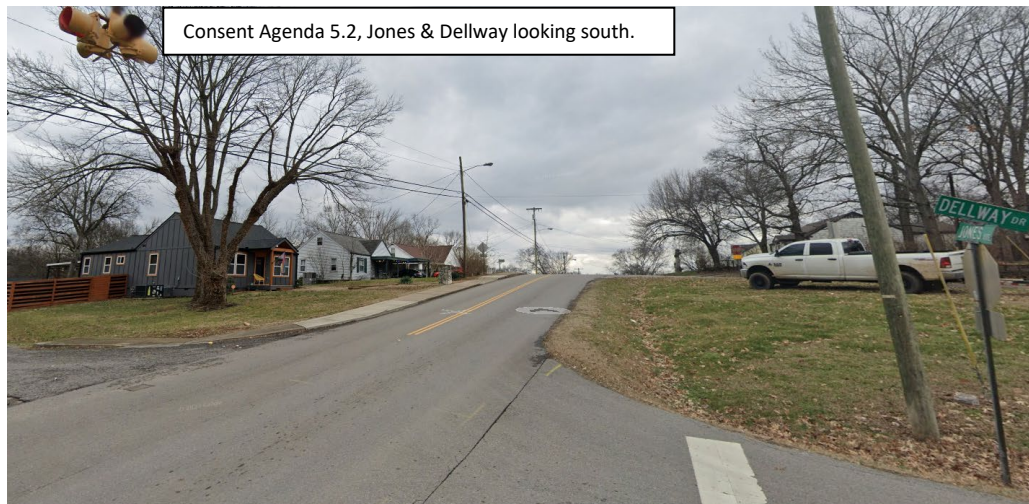


5.2 CD 05: Authorization for new all-way stop for Jones Ave and Dellway Dr/Flamingo Dr, requested by NDOT.

Recommendation: Approve new multiway stop control for Jones Ave and Dellway Dr/Flamingo Dr.



Analysis: This four-way intersection is unusually configured as a three-way stop with stops for Dellway Dr, Flamingo Dr, and southbound Jones Ave. The northbound approach for Jones Ave is over the crest of a hill and is not required to stop. A flashing beacon flashes red for the three stop approaches, but flashes yellow for northbound Jones Ave.



NDOT recently removed the slip lane on Jones Ave in the southwest quadrant of this intersection as part of its ongoing safety and operational improvements. Jones Ave is a collector avenue and has speed cushions installed. All streets at this intersection have two lanes each with about 10 ½ to 11 ft +/- of pavement.

This intersection does not meet MUTCD warrants for crash history, traffic volumes, or a combination of both. MUTCD Warrant E(3) informs that the warrant may be satisfied at a location where a road user, when stopped, cannot see conflicting traffic and is not able to negotiate the

intersection unless cross traffic is also required to stop. NDOT has previously installed multiple safety enhancements to Jones Ave:

- *new 25 mph speed limit;*
- *flashing beacon at the intersection;*
- *speed cushions on Jones Ave*
- *multiple warning signs on Jones Ave;*
- *alternative white edge markings on Jones Ave;*

At this time, NDOT proposes to add a fourth stop approach for northbound Jones Ave to this existing three-way stop intersection. With the new all-way stop, NDOT will reconfigure the flashing beacon and will re-evaluate the signage installations and traffic calming on Jones Ave as appropriate.





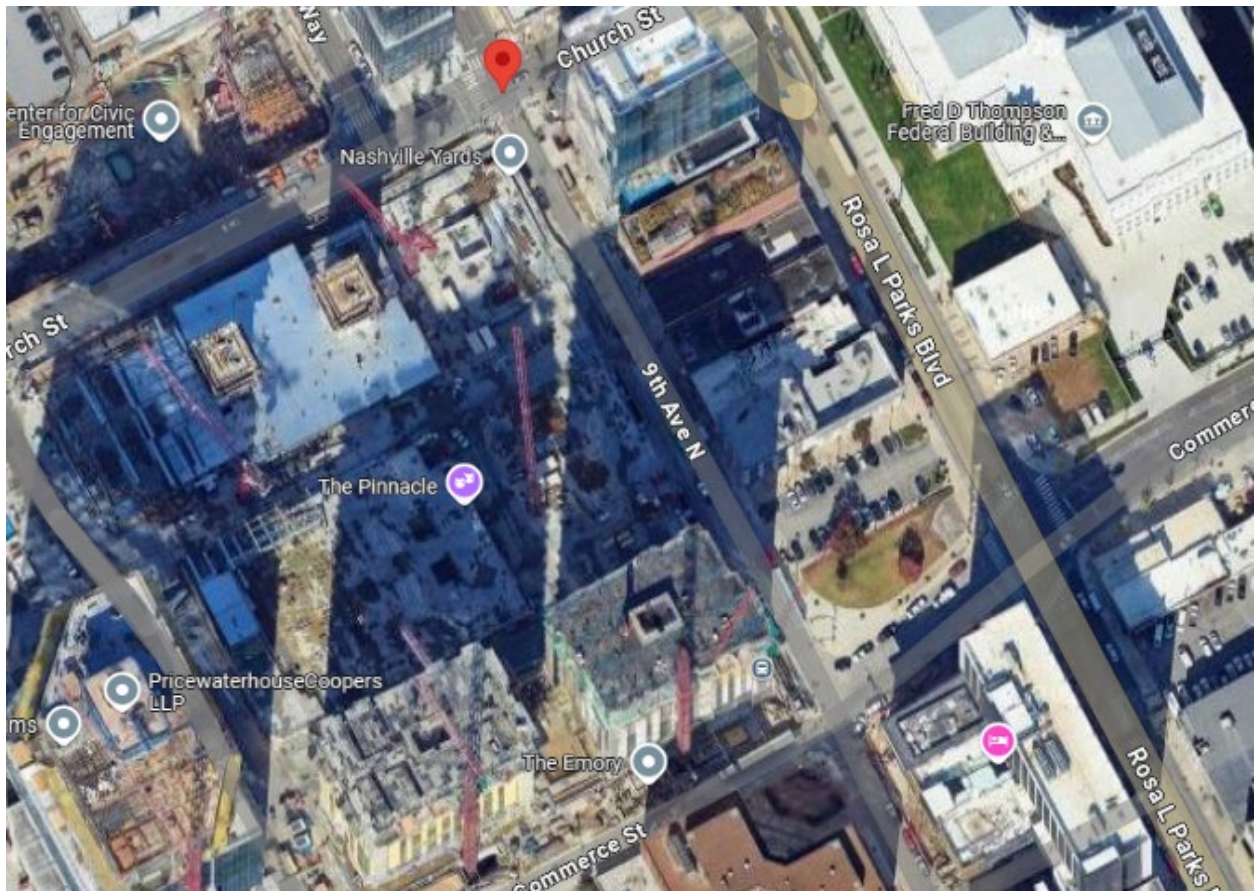
5.3 CD 19: Authorization for reconfigured Loading Zones on 9th Ave N between Commerce St and Church St, requested by NDOT.

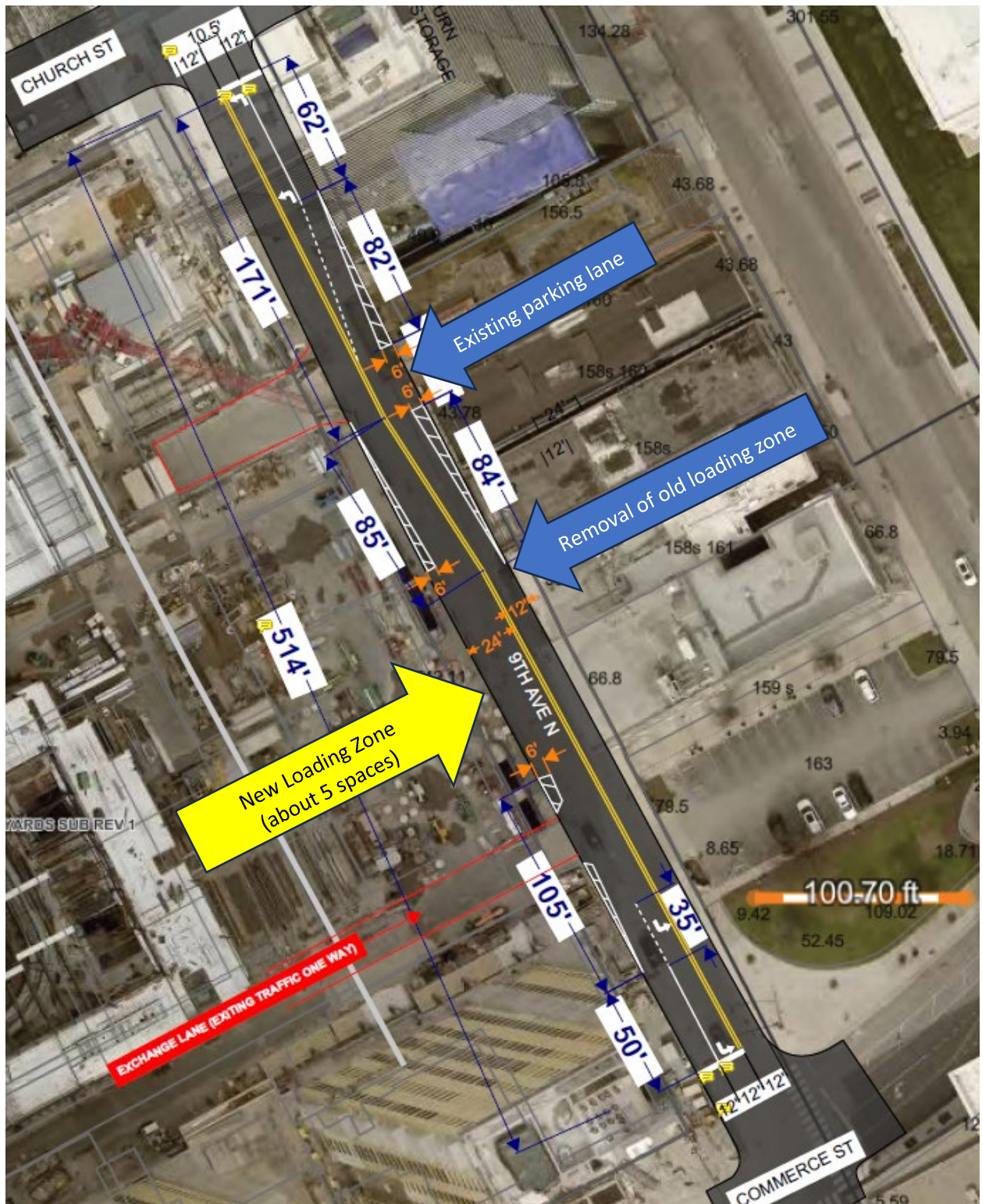
Recommendation:

Approval of new Loading Zone on west side of 9th Ave N between Commerce St and Church St, effective 4AM-4PM / 7 days, and a new Passenger Loading Zone at this location, effective 4PM-4AM / 7 days.

Removal of existing Loading Zone on east side of 9th Ave N between Commerce St and Church St.

Analysis: With the construction of the Nashville Yards project and subsequent resurfacing and restriping of 9th Ave N, NDOT is recommending approval of a dual-use loading zone with daytime uses for general loading and nighttime uses for passenger loading. This location was recently restriped with a bicycle track which was approved circa 2019. After these site plans were approved, the bicycle route was reprogrammed for 10th Ave N, not 9th Ave N, and this track has been removed. There is approximately 36 ft of pavement width from face of curb. With the approval of these flexible loading zones, this segment of 9th Ave N will be used consistent with the new land use of the redeveloped parcels. The traffic schedule currently lists a loading zone on the east side of 9th Ave N. This loading zone was behind the old Nashville Sporting Goods building, which was shuttered several years ago. There is also an existing 2-hour parking lane on the east side of 9th Ave N just south of Church St. This parking lane will remain in place.

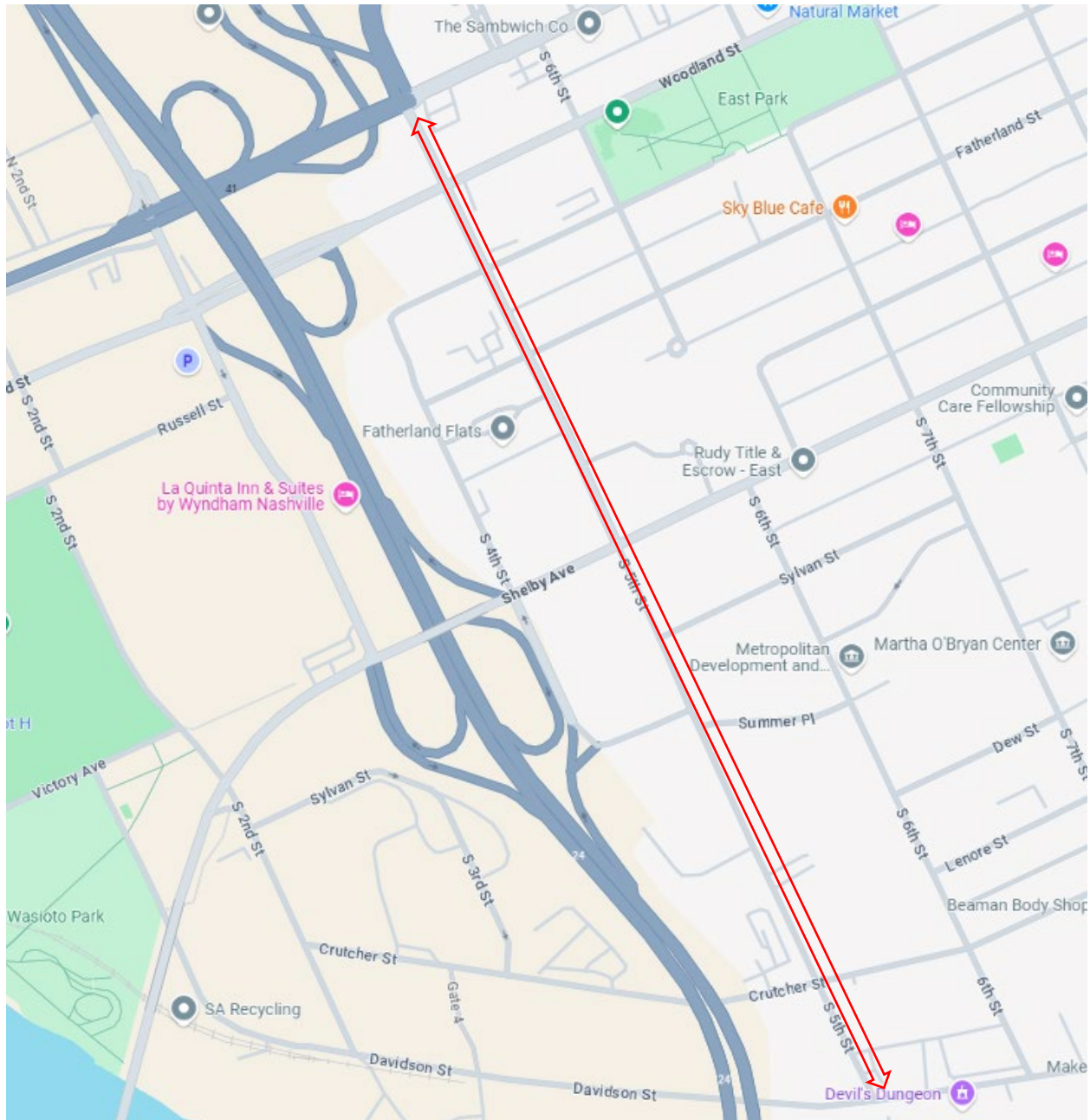




5.4 CD 06: Authorization for No Parking restrictions on west side of S 5th St between Main St and Davidson St, with deletion of existing No Parking on Event Days restrictions, requested by NDOT.

Recommendation: Approval of No Parking or Standing Anytime restrictions on the west side of South 5th St between Main St and Davidson St.

Analysis: The Metro traffic schedule lists South 5th St with parking restrictions—No Parking Anytime from Shelby St to Main St, but there's nothing in the schedule for South 5th St from Shelby to Davidson. Several segments of S 5th are signed No Parking on Event Days with the intent of preventing traffic congestion from game-day parking for certain nearby sporting events.



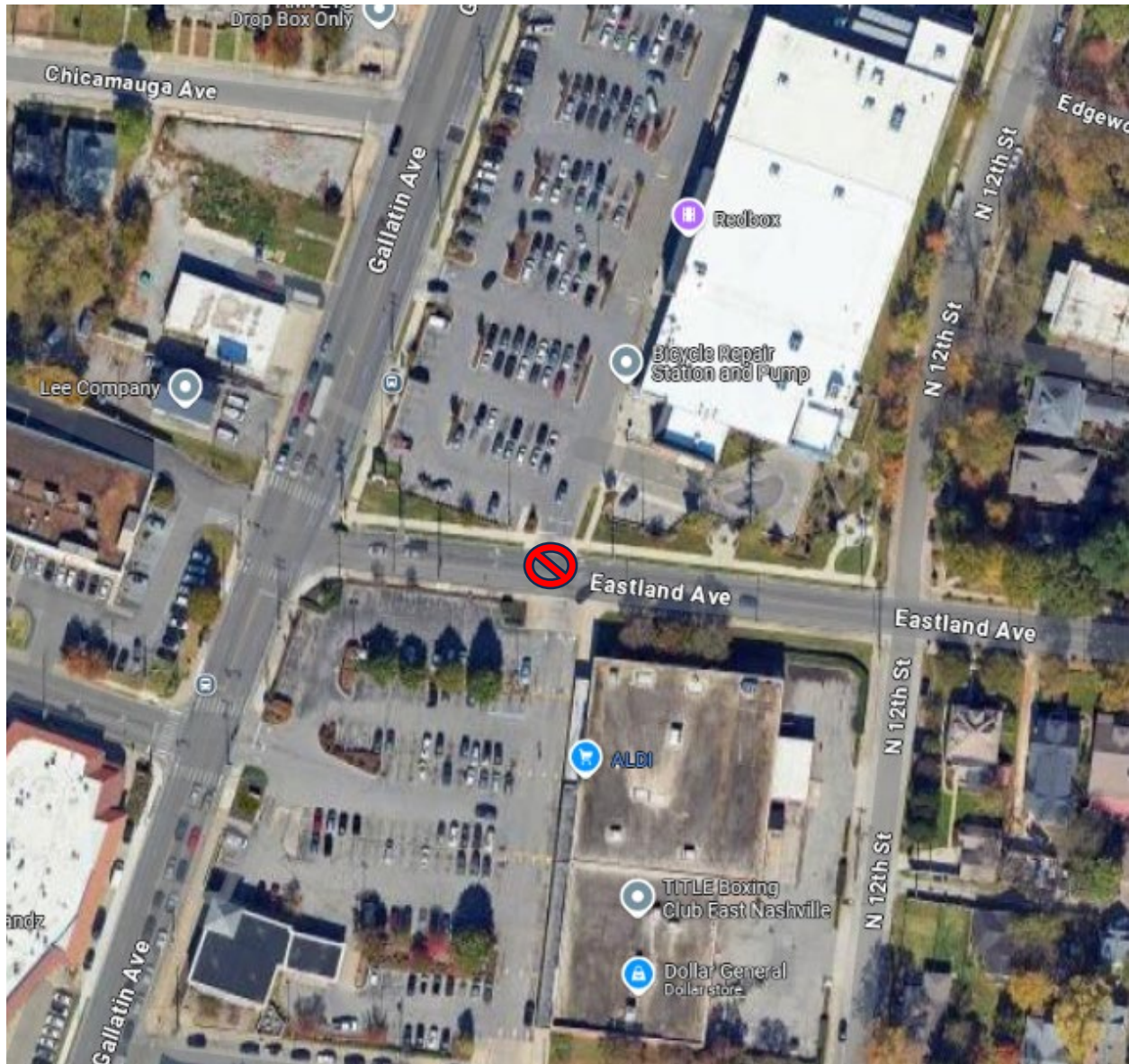
Approval of this request will remove the “on event days” designation and will also prohibit standing as well as parking on the west side of S 5th. The purpose of this request is to update the entries in the traffic schedule prior to the installation of planned bicycle lanes in the corridor. While the Metro Code prohibits parking in a bicycle lane, Section 12.40.040.E authorizes parking in bicycle lanes in specific locations during certain hours and if signs have been erected to that effect. If a bicycle lane were installed on S 5th St, and the signage remains as is, then a vehicle could be legally parked in the bike lane during non-event days.

E. Notwithstanding the general signage requirements of section [12.40.020](#) of this chapter to the contrary, no person shall stop, stand or park a motor vehicle within any bicycle lane unless the metropolitan traffic and parking commission has determined that parking within the bicycle lane in specific locations is appropriate during certain hours and signs have been erected in the designated area(s) to that effect. The owner of any motor vehicle found in violation of this subsection shall be subject to a fine in the amount of fifty dollars, which shall be assessed by the issuance of a parking citation.

5.5 CD 06: Authorization for a new turn restriction, No Left Turns on Eastland Ave from Gallatin Ave to N 12th St, requested by NDOT.

Recommendation: Approval of new restriction, No Left Turns, on Eastland Ave between Gallatin Ave and N 12th St.

Analysis: This request would update Schedule III of the Metro traffic schedule to restrict left turning movements on Eastland Ave between Gallatin Ave and N 12th St, affecting the two commercial driveways at 711 Gallatin Ave (the Kroger parcel) and 615 Gallatin Ave (the Aldi parcel, formerly HG Hills).



CM Capps notified NDOT of repeated crashes on Eastland Ave at these driveways. Upon investigation, NDOT found that over a three year span, from February 27, 2022, to February 27, 2025 there were 13 crashes within 100 ft of these driveways, and every single one was an angle crash. Note that the crash analysis picked up an unrelated parking lot crash, but that one is excluded from analysis.

Of the thirteen crashes studied, there were seven that were property damage only, three that were suspected minor injury, and three others that were possible injury crashes. There were zero serious injury crashes nor were there any fatal crashes. This suggests that the crashes were all relatively low speed events.

Field observations show that traffic queued at the signal at Eastland and Gallatin occlude the driver's view of eastbound traffic on Eastland from Gallatin. This would explain why all of the crashes are angle crashes and on the lower end of crash severity.



CRASH SUMMARY REPORT

Eastland Ave at Kroger/Aldi, 2022-2025

Created on March 6, 2025

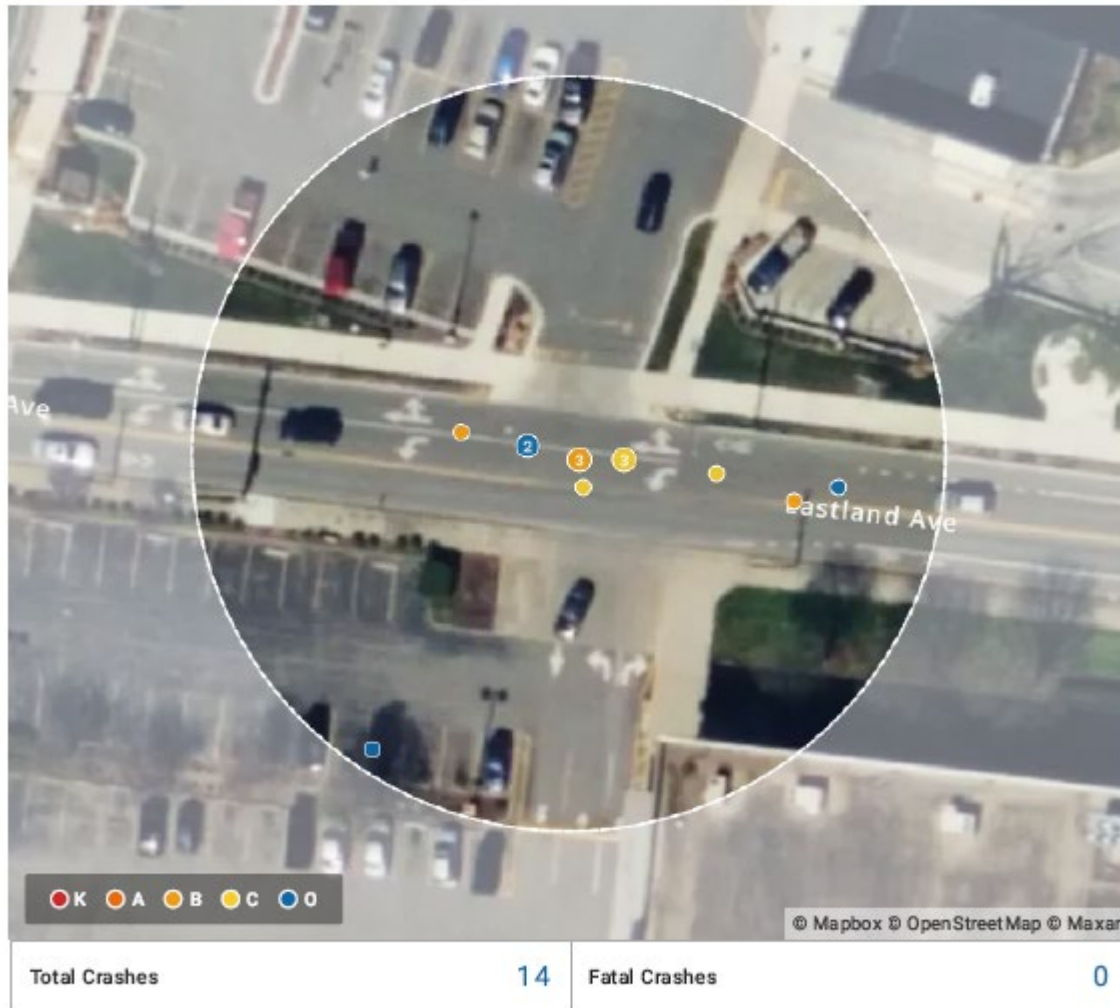
Created by Andrew Smith

Data extents: February 27, 2022 to February 27, 2025



Applied Filters

Shape: Circle 100 ft



Summary		Crash
Total Crashes	14	100.00%
+ 5 more	0	0%

Manner of First Collision	Crash	
Angle	13	92.86%
No Collision W/ Vehicle	1	7.14%
+ 8 more	0	0%

First Harmful Event	Crash	
Vehicle in Transport	13	92.86%
Curb	1	7.14%
+ 64 more	0	0%

Crash Location	Crash	
Along Roadway	14	100.00%
+ 6 more	0	0%

Light Conditions	Crash	
Daylight	12	85.71%
Dark-Lighted	2	14.29%
+ 6 more	0	0%

NDOT reached out to all of the businesses in the Kroger and Aldi shopping centers and followed up with letters to store management and to corporate addresses informing the stakeholders of NDOT's request to this Commission. There has been zero negative feedback to date.

If the Commission authorizes this request, NDOT plans to install signage and flexible delineators to restrict left turns in and out of these driveways. Vehicles would still be able to make right turns only, and delivery trucks should be unaffected. Kroger deliveries enter from Gallatin Ave, and Aldi (and the other businesses) have loading areas behind the shopping center accessed from N 12th St. Other motorists would continue to have full access to Gallatin Ave to the west, Seymour Ave to the north, and to Stratton Ave to the south.



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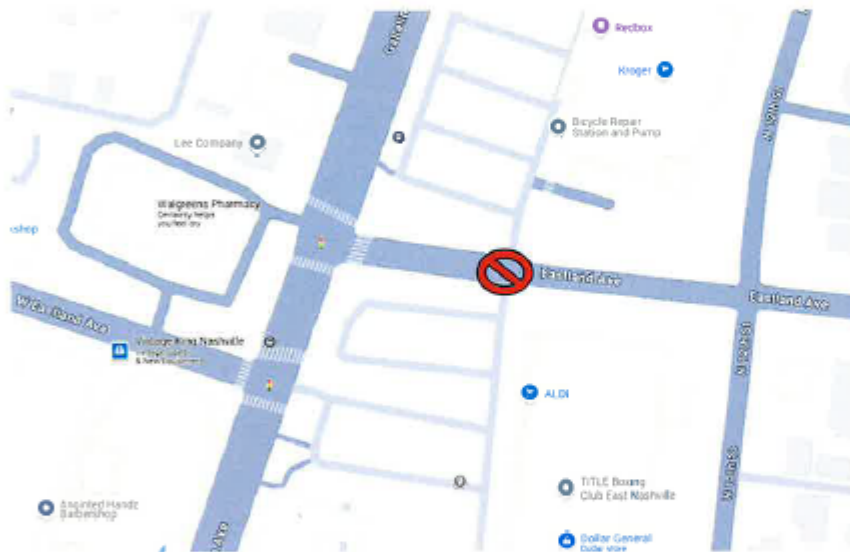
**NASHVILLE DEPARTMENT OF TRANSPORTATION
AND MULTIMODAL INFRASTRUCTURE**

April 2, 2025

RE: Notice to Eastland Ave/Gallatin Ave Neighbors

Dear Neighbors,

On April 14, 2025, the Metropolitan Nashville Traffic and Parking Commission will consider a request from NDOT to restrict left turning movements on Eastland Ave from Gallatin Ave to N 12th St at the driveways to Kroger and Aldi. The purpose of this request is to reduce the high number of crashes on Eastland Ave at the Kroger/Aldi driveways.



This request will be presented to the Commission in a public meeting on April 14 at 2:30pm at the Howard Office Building in the Sonny West Conference Room. More information, including agenda and details will be published at the below URL a week before the date of the meeting. The public is invited to attend and provide brief public comments.

<https://www.nashville.gov/departments/transportation/boards/traffic-and-parking-commission/meetings>

If there are any questions regarding this matter, please contact NDOT Traffic Engineering at (615) 880-1675.

Best regards,

J. Andrew Smith, PE
Engineer
Nashville Department of Transportation & Multimodal Infrastructure

Regular Agenda

6.1 CD 14: Authorization for new all-way stop for Jacksonian Dr and Bonnacreek Dr, requested by CM Huffman.

Recommendation: Because this intersection does not meet MUTCD warrants for an all-way stop, NDOT recommends denial of this request.



Analysis: Metro Code 12.12.040 requires that all traffic control signs and devices shall comply with the Manual on Uniform Traffic Control Devices, published by the US Dept of Transportation and the Federal Highway Administration. The MUTCD standard for signing right-of-way at intersections expressly forbids placement of stop or yield signage for speed control.

A multiway warrant analysis was performed for this intersection in accordance with the NDOT policy on multiway stop control approved by this Commission. This request for new all-way stop control does not satisfy required MUTCD warrants.

MULTI-WAY STOP WARRANT WORKSHEET

Date: 1/14/2025

Major Approach: Jacksonian Dr

Minor Approach: Bonnacreek Dr

A. Interim Traffic Control Measure

Would a multi-way stop serve as an interim traffic control measure for an intersection that has met a traffic signal warrant and scheduled for a traffic signal installation at a later time?

Criteria met? Yes: No: **X**

2. All traffic volume on the minor approaches must average ≥ 200 (140) units per hour, for the same period, currently measured at **81** (vehicles), **0** (bikes) and **1** pedestrians) for a total of **82** (traffic units).

Criteria met? Yes: No: **X**

B. Accidents

Has there been five or more reported collisions within a 12-month period that would be susceptible to correction by a multi-way stop?

Criteria met? Yes: No: **X**

If yes, list dates: _____

D. Multiple Criteria at Lesser Levels

When no single criterion has been satisfied, but where Criteria B, C.1 and C.2 are satisfied to 80% of the original (non-reduced) values.

Criteria met? Yes: No: **X**

C. Volume

Entering volume of all traffic (vehicles, pedestrians, and bicycles) shall be analyzed during the peak eight hours of an average day. These hours do not have to be consecutive.

Date/Hours: **11/7/2024 0600—1800**

85th percentile speed of major approach: **< 40 mph**

If ≥ 40 MPH, then the minimum volume thresholds used shall be 70% of their current value, shown as values in parenthesis.

Certain minimum volume thresholds must be met for consideration:

1. Vehicle volume on major approaches must average ≥ 300 (210) vehicles per hour, currently measured at **212 vph**; and

E. Other Conditions

Circle one or more other conditions/concerns:

1. There is a need to control left-turn conflicts by a road user; or
2. There is a need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes; or
3. Locations where a road user, when stopped, cannot see conflicting traffic and is not able to negotiate the intersection unless cross traffic is also required to stop; or
4. Location where two residential, collector (through) streets of similar design and characteristics intersect and where a multi-way stop would improve traffic operational characteristics of the intersection.

Criteria met? Yes: No: **X**

CRASH SUMMARY REPORT

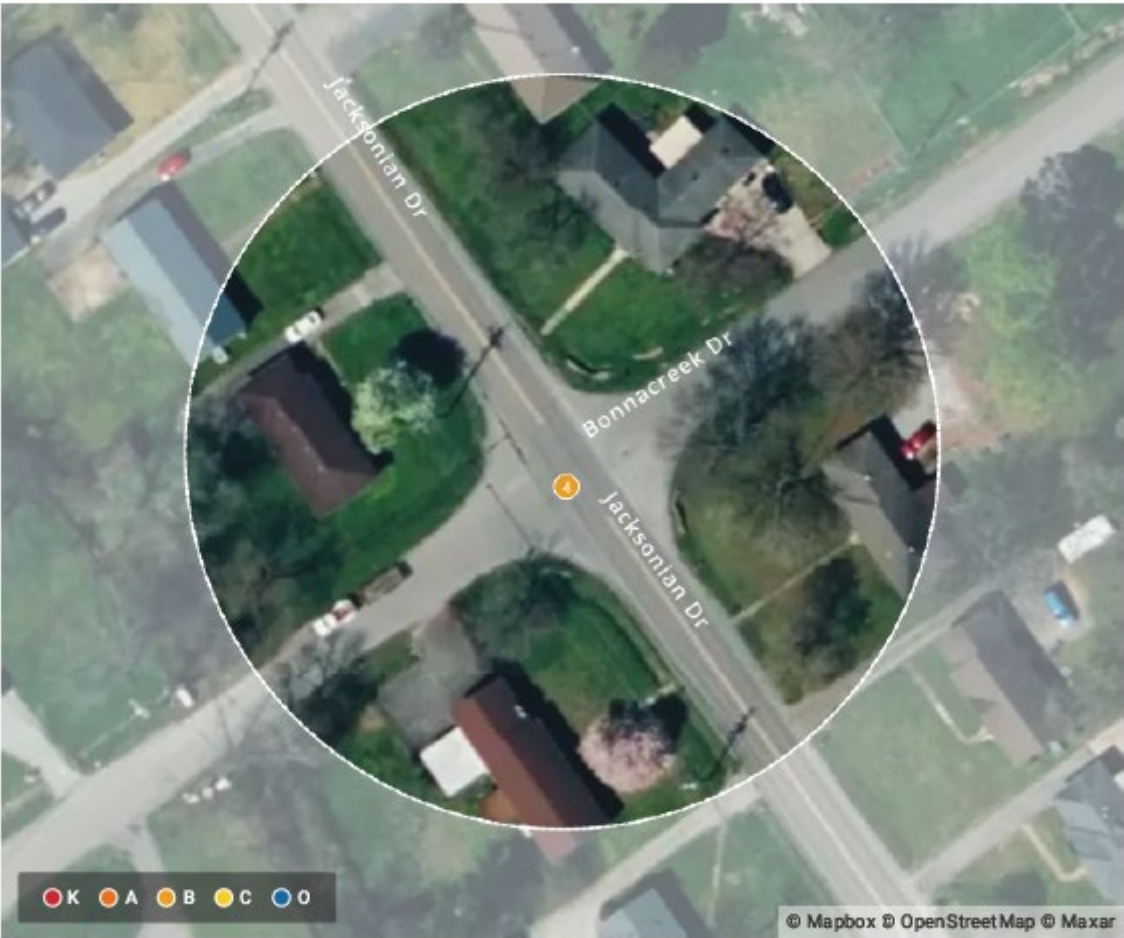
New Crash Query for Jacksonian Dr & Bonnacreek Dr

Created on April 8, 2025
Created by Andrew Smith
Requested by Andrew Smith
Data extents: April 3, 2022 to April 3, 2025



Applied Filters

Shape: Circle 150 ft



Total Crashes	4	Fatal Crashes	0
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Summary		Crash
Total Crashes	4	100.00%
Pedestrian Involved	1	25.00%

Type of Crash	Crash	
(B) Suspected Minor Injury	3	75.00%
(C) Possible Injury	1	25.00%
+ 3 more	0	0%

Date of Crash (Year)	Crash	
2023	3	75.00%
2022	1	25.00%
+ 10 more	0	0%

Manner of First Collision	Crash	
Angle	2	50.00%
No Collision W/ Vehicle	1	25.00%
Other	1	25.00%
+ 7 more	0	0%

The three-year crash history of this intersection is not exceptional with two reported angle crashes. The MUTCD crash warrant for crash history is met when there are five or more angle crashes withing a 12-month period.

Jacksonian Dr is a residential collector road with two 12-ft travel lanes, while Bonnacreek Dr is a residential local street with two 11-ft travel lanes. The intersection is configured as a two-way stop for Bonnacreek Dr. The intersection has excellent sight distance for all approaches. The posted speed limit on Jacksonian is 30 mph, while the posted speed limit on Bonnacreek is 25 mph.



New radar feedback signage is either pending or has just been installed on Jacksonian as part of NDOT's efforts to lower speeds on Jacksonian Dr. This includes the areas near Bonnaford Dr and Bonnalynn Dr, which are the sections of Jacksonian Dr where we've seen the 85th percentile speeds at 40 mph.

Recommendation: Approval of new NDOT on-street space rental policy.

Analysis: NDOT presented a draft of this policy at the March 2025 Traffic & Parking Commission meeting and requests an approval vote for April.

NDOT Standard Policy	
SECTION: Parking Department	POLICY NO.: 103.001.2025
SUBJECT: On-Street Space Rental	EFFECTIVE: TBD PAGE: 1 of 2
APPLIES TO: Rights of Way Curb Parking	☒ NEW ISSUE ☐ PARTIAL REVISION ☐ COMPLETE REVISION
Standard Policy To help counter the demand for parking in Nashville, NDOT will offer the public the opportunity to rent space in the public right-of-way ("ROW") via an application that is available on the NDOT website. NDOT has three options available for space rental: Metered Space Rental (for parking, staging, and unloading), Valet Metered Space Rental (for valet only), and Unmetered Space Rental (for 7-day temporary valet service and 30-day loading zones). These options are described below. Once an application is approved, and at least 12 hours before the requested rental is scheduled to begin, NDOT will place cones with NDOT signage in the rented parking spaces to reserve them. At the end of the rental period, applicants must return all cones to NDOT. NDOT will assess an additional charge, based on market rates, per each cone that is not timely returned. Options for Space Rental Metered Space Rental (parking, staging, and unloading): This option is available in those areas where paid parking is already established and active and is meant for those applicants who wish to rent space in ROW for the purpose of vehicle parking, placements of pods or dumpsters, loading and unloading, or staging vehicles. This option may not be used for short-term valet service or street vending. Each space is 22 feet long. Applicants must apply to reserve enough spaces to ensure smooth entry and exit from the spaces so as not to impact movement of traffic in the ROW. Rental rates for this option will be set in accordance with the current "On Street Metered Space Rental Fee Policy" approved by Traffic and Parking Commission. Approved applicants must abide by all applicable state and local laws regarding traffic and parking. Violations of any such laws may result in citations and associated fines as set forth in the Metropolitan Code of Laws. Valet Metered Space Rental (for valet only): This option is available in those areas where paid parking is already established and active and is meant for those applicants who wish to rent parking spaces in the ROW for up to seven consecutive days for the purpose of offering valet service. This option may not be used for street vending. Rental rates for this option will be set in accordance with the current "On Street Metered Space Rental Fee Policy" approved by Traffic and Parking Commission and will include an additional valet fee. Temporary valet permits must be available for inspection and comply with NDOT's "Valet Stand in ROW" policy. Valet Metered Space Rentals require a two-space minimum. Applicants may rent the same valet metered spaces every 30 days. Approved applicants must abide by all applicable state and local laws regarding traffic and parking. Violations of any such laws may result in citations and	

associated fines as set forth in the Metropolitan Code of Laws and potential revocation of the applicant's Valet Operator License. Special requests to extend the 7-day period may be granted on a case-by-case basis with prior written approval from NDOT.

3. **Unmetered Space Rental (for valet, loading zone):** This option is available in non-metered areas where there is curb space available and is meant for those applicants who wish to rent curb space for up to seven (7) days of valet service or up to thirty (30) days of loading zones. Each curb space is 22 feet long. This option may not be used for street vending. This option **requires a temporary lane closure permit**, which may be associated with varying days of operation and may be associated with varying fees for permits and violations. For more information, visit the NDOT permits website at <https://www.nashville.gov/departments/transportation/permits>

Rental rates will be set in accordance with the current "On Street Metered Space Rental Fee Policy" approved by Traffic and Parking Commission and will include an additional valet fee. Temporary valet permits must be available for inspection and comply with NDOT's "Valet Stand in ROW" policy. Non-compliance with traffic and parking rules and regulations and policies may result in violation fees. Special requests to extend the 7- or 30-day periods may be granted on a case-by-case basis with prior written approval from NDOT. Valet applicants may rent spaces every 30 days, with a minimum of two spaces. **Loading zone applicants may rent the same spaces following 7 consecutive days of non-utilization (non-use). Loading zones are only permitted to operate during the established date and time range.** Approved applicants must abide by all applicable state and local laws regarding traffic and parking. Violations of any such laws may result in citations and associated fines as set forth in the Metropolitan Code of Laws.

New Issue Date.:

ISSUED BY: NDOT Parking Division

associated fines as set forth in the Metropolitan Code of Laws and potential revocation of the applicant's Valet Operator License. Special requests to extend the 7-day period may be granted on a case-by-case basis with prior written approval from NDOT.

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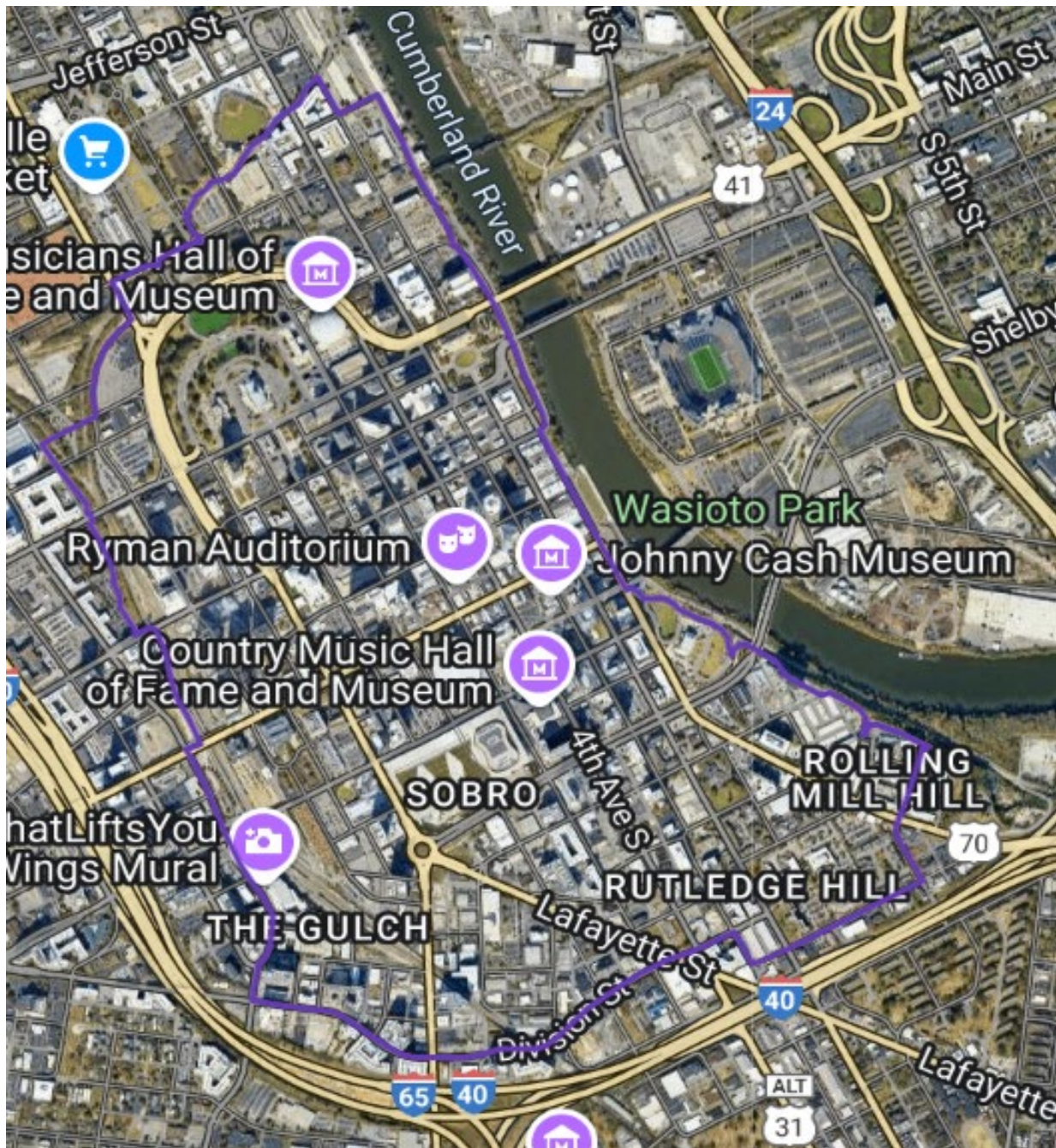
New Issue Date.:

ISSUED BY: NDOT Parking Division

Recommendation: Approval to waive parking fees for Tour De Nash 2025 event on May 17, 2025, encompassing Lindsley Ave, Academy Pl, Division St, Gulch Greenway, 10th Cir N, Harrison St, and Woodland St.

Analysis: NDOT is a sponsor for the 21st annual “Tour De Nash” as part of the Walk Bike Nashville Initiative, planned for May 17th, 2025. This event is promoted as a casual and fun opportunity to explore the city’s bikeways, neighborhoods, and greenways with a whole community of friendly bicycle riders. These will be beginner-friendly training rides for our resident and their families, as well as our guest to the city, experiencing either a 5 miles comfortable city tour ride, or a more intense experience of up to 25 miles all throughout our neighborhoods. This initiative will provide an experience for all ages, including children, as part of car-free route with fully closed streets and greenway segments.

NDOT is in support of the bikers and this initiative and requests a waiver for the expected parking fees associated with this event on May 17th. The calculated potential loss of revenue is approximately \$1,877 from 190 spaces along the entire route.



Recommendation: Approval of the attached Downtown Temporary Service Business Permit Process and grant authority to the NDOT Director, or Designee, authority to issue permits, make necessary permit process changes as necessary.

Analysis: See attached Memorandum for details of this request.

6.5 Approval of Smart Loading Zone Broadway Pilot and the Commercial Delivery and Service Company Permit process, requested by NDOT.
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NDOT requests removal of this item from the April agenda.

Recommendation: Approval for continuation of the TPAC Rideshare Pilot for one zone starting September 1 and ending December 31, 2025. NDOT requests approval for the NDOT Director, or Designee, authority to start and stop pilot through end the end of the year.

Analysis: See attached Memorandum for details of this request



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: Brent Schultz, Connect Downtown Project Coordinator
Nashville Department of Transportation

DATE: April 14, 2025

SUBJECT: Downtown Temporary Service Business Permits (DTSB)

BACKGROUND:

NDOT staff has been working with downtown stakeholders and businesses to develop a new temporary permit for service businesses working in the downtown area. This new DTSB permit is for businesses providing services including, but not limited to, electrical, plumbing, HVAC, audio, beer tap systems, audio, lighting. A map of this area is attached.

The DTSB permit and placard system can only be utilized in loading and unloading areas at the curb and will be issued to each area business (permit applicant and permittee) for a fee of \$100 per business. The following is basic permit applicant steps and usage of permit placards:

- Permit applicant submits application, required information & fee to NDOT staff
- NDOT staff issue each applicant up to two (2) placards
- Service businesses with placard must park at ends of loading zone areas
- Permittee is required to ensure that permit placard is placed on service vehicle dashboard for inspection by NDOT Enforcement staff while providing services
- Temporary permit placard allows serviced businesses to stay at loading zone curb area up to 2 hours. Current time allowed at curb area 30 minutes.
- Misuse of permit placards may result in revocation of temporary permit.

The detailed Downtown Temporary Service Business Permit Process program is attached to this agenda item and will be the guiding document for issuance of permits, distribution of placards as well as permit usage. This new temporary permit process allows the NDOT Director, or designee to adjust the attached DTSB permit process (Attachment No. 1) as necessary to ensure that it is working as efficiently and effectively as possible. The DTSB permit process (Attachment No. 1), also gives authority to the NDOT Director, or designee to discontinue the DTSB permit process if necessary.

It should be noted that service businesses that will also be working in the Smart Loading Zone Broadway Pilot area boundaries (Broadway from 1st Ave. to 6th Ave., 3rd Ave from Broadway to Symphony Pl. and 4th Ave. from Broadway to Demonbreun St.) will have to apply for a Smart Loading Zone Broadway Pilot permit application to NDOT staff. Temporary Service Business Permit fees paid will apply towards the Smart Loading Zone Broadway Pilot program.

PROGRESS REPORTING & REVIEW:

NDOT staff will be reviewing this new permit process on a regular basis, both the application and actual field usage by permittees. Staff will report back to Traffic and Parking Commission on a regular basis with updates on the performance of this new permit process. Staff will also be bringing back reports to the Commission on a regular basis should the Director or designee make any permit process changes.

STAFF RECOMMENDATION:

That the Metropolitan Traffic and Parking Commission approve the attached Downtown Temporary Service Business Permit Process (Attachment No. 1) and grant authority to the NDOT Director, or Designee, authority to issue permits, make necessary permit process changes as necessary.

Attachment No. 1

NDOT Downtown Temporary Service Business Permits (DTSB) (For Use in Loading and Unloading Zones Only)

Issuance and Use of DTSB Permits

DTSB permits may be issued at the sole and absolute discretion of the NDOT Director, or designee, to downtown merchants for use by service business to provide services including, but not limited to, electrical, plumbing, mechanical, refrigeration, HVAC, audio, beer tap repair and other service activities normally provided in the downtown area.

Location of Downtown DTSB Permits

DTSB permits may only be issued within the Connect Downtown Action plan boundaries. See attached map.

DTSB Permit Issuance and Use

Up to two (2) temporary permits/placards shall be issued per business within the Connect Downtown Action plan boundaries. It is the responsibility of the business owner issued a DTSB permit to ensure that service businesses display the DTSB permits/placards on the dashboard of the service business vehicle while providing services. Such temporary permit placard shall be easily viewable by NDOT Enforcement staff on the dashboard of service vehicles.

Temporary permits allow service businesses to locate vehicles and repair equipment within the loading and unloading curb area for up to 2 hours. Vehicles displaying this temporary service permit must park at the furthest end of a designated loading zone areas, minimizing disruption to other vehicles using the same zone. Obstruction of the loading zone will result in citations and/or permit revocation.

The DTSB Permit is visually distinguishable from the standard permit by color, number and NDOT identifier. The DTSB Permit does not authorize general parking; active loading or unloading but is only for use when providing services to downtown businesses within the Connect Downtown Action Plan boundaries as provided on attached map. Such DTSB Permit must be in progress for the permit to be valid.

DTSB Permit Cost

The DTSB permits are issued one (1) per business at an annual cost of \$100 valid for each calendar year.

DTSB Permit Application Information

Businesses applying for DTSB Permits shall submit an application providing the following information:

- Business owner and contact information including name, address, telephone number and email address.
- Business owner representative contact information including name, address, telephone number and email address.
- List of service businesses that provide services to the business that will utilize issued DTSB permits/placards. Such service business information provided shall include the name of company, service or repair type, address, email, telephone number and contact person information.

Revocation of DTSB Permit/Reissuance of DTSB Permit and Loss of Permit/Placard:

The DTSB Permit is a temporary permit program and issued DTSB Permits may be revoked at any time at the sole and absolute discretion of the NDOT Director, or designee.

DTSB Permit/Placard may be revoked for misuse of such permit/placard. After 6 months of time has elapsed from DTSB Permit revocation date, a new DTSB Permit may be reissued at the sole and absolute discretion of the NDOT Director, or designee. The reissuance fee for the DTSB Permit shall be \$100. Replacement of lost permit/placards shall require payment of a \$100 permit/placard replacement fee.

Appeal Process for DTSB Permit Denials

Within 30 days notification of denial of a Service Business Permit application by the NDOT Director, or designee, the applicant may submit an appeal application to the NDOT Director, or designee, for review and consideration. Such appeal application must also include substantial and conclusive evidence that the applicant provides deliveries or services to merchants and businesses within the Connect Downtown Action Plan boundaries. The NDOT Director, or designee, shall not

unreasonably deny appeal applications which provide substantial or conclusive evidence the Service Business provides necessary services to merchants and businesses within the Connect Downtown boundaries.

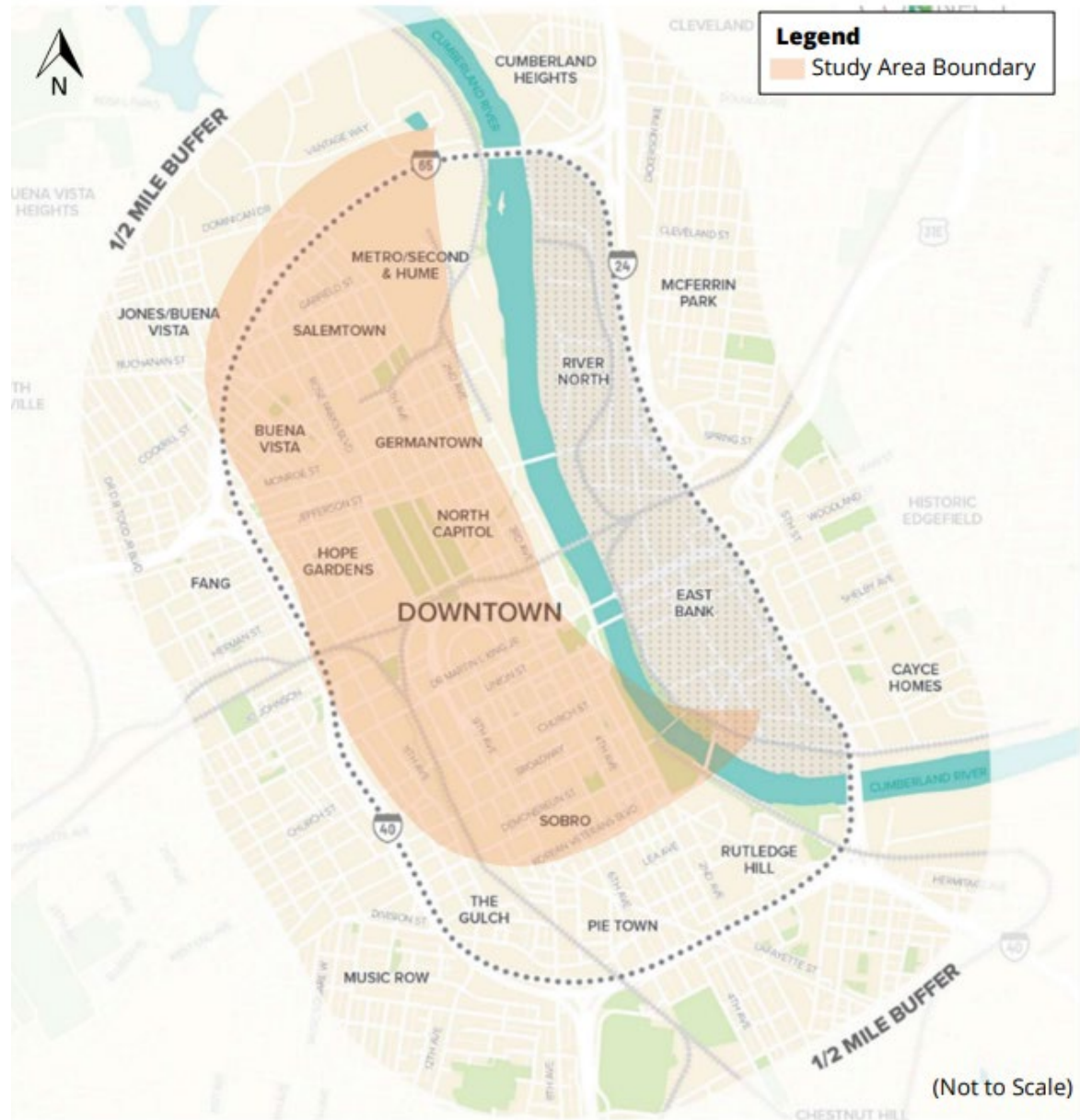
DTSB Permit Process Modifications

NDOT Director, or designee, may make modifications to this permit process. Any adjustments to the DTSB Permit process by the Director, or designee, will be submitted with progress reports to the Traffic and Parking Commission on a regular basis.

Attachment No. 1

DTSB Permit Map Boundaries

Figure 1 | Connect Downtown Study Area



Action Plan | C-2



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: Brent Schultz, Connect Downtown Project Coordinator
Nashville Department of Transportation

DATE: April 14, 2025

SUBJECT: TPAC Rideshare Zone Pilot Update

BACKGROUND:

NDOT staff has been working with the Tennessee Performance Arts Center (TPAC) to pilot a rideshare drop-off and pick-up zone study from January 28 to February 23, 2025. The goal of the pilot was to improve the rideshare experience, enhance patron safety, and reduce traffic congestion by creating designated pick-up and drop-off areas. NDOT created two different rideshare drop-off and pick-up zones. The findings from the TPAC Rideshare Zone Pilot will guide the development of other rideshare pick-up and drop-off zones in downtown Nashville, as recommended in Connect Downtown. The Rideshare Zone Pilot is part of a larger effort coordinated by NDOT to create a Special Events Plan that will create a Standard Operating Procedure (SOP) for heavy congestion days in the downtown core of Nashville.

PROGRESS REPORTING & REVIEW:

The four-week TPAC Rideshare Zone Pilot is complete. Heatmaps provided by Uber showed a slightly larger concentration of drop-offs on Deaderick, with a slight reduction in trips ending on 6th Ave. Overall, the drop-offs in the area increased by 6% between the periods, while pick-ups decreased by less than 1%. According to peak demand days in both observation periods, the heat maps indicated designated zones were moderately effective in shifting trip activity to approved zones. Utilization remained high with the zones near TPAC, with a slight decrease in rider trip cancellation.

NDOT developed a brief survey to capture qualitative feedback from TPAC show attendees. The survey asked participants their preferences, concerns, and travel patterns regarding the pilot's operations, communications, and effectiveness. Of the 350 responses, 80% of attendees preferred to use their person vehicles to travel to and from TPAC. The use of rideshare zones appeared to peak midway through the pilot during the weekend of Feb. 14 – 16, 2025 with 54 individuals stating they used rideshare.

The prominent concerns for this user group included visibility of zone signage, stating that marked areas were easy to see as pedestrians but significantly more difficult for drivers.

TPAC would like to continue rideshare pilot with a trial starting September 1 – December 31, 2025. This will allow TPAC marketing to develop an informational pushout to patrons. TPAC requests only one drop-off and pick-up location on the north side of Deaderick Street. TPAC also requests that there will be newly designed signs that create a clear identity of drop off and pick up locations.

STAFF RECOMMENDATION:

That the Metropolitan Traffic and Parking Commission approved the TPAC pilot to continue for one zone starting September 1 – December 31, 2025 and grant authority to the NDOT Director, or Designee, authority to start and stop pilot through end the end of the year.

Attachment No. 1

Heat Map Displaying Uber Trip Origins

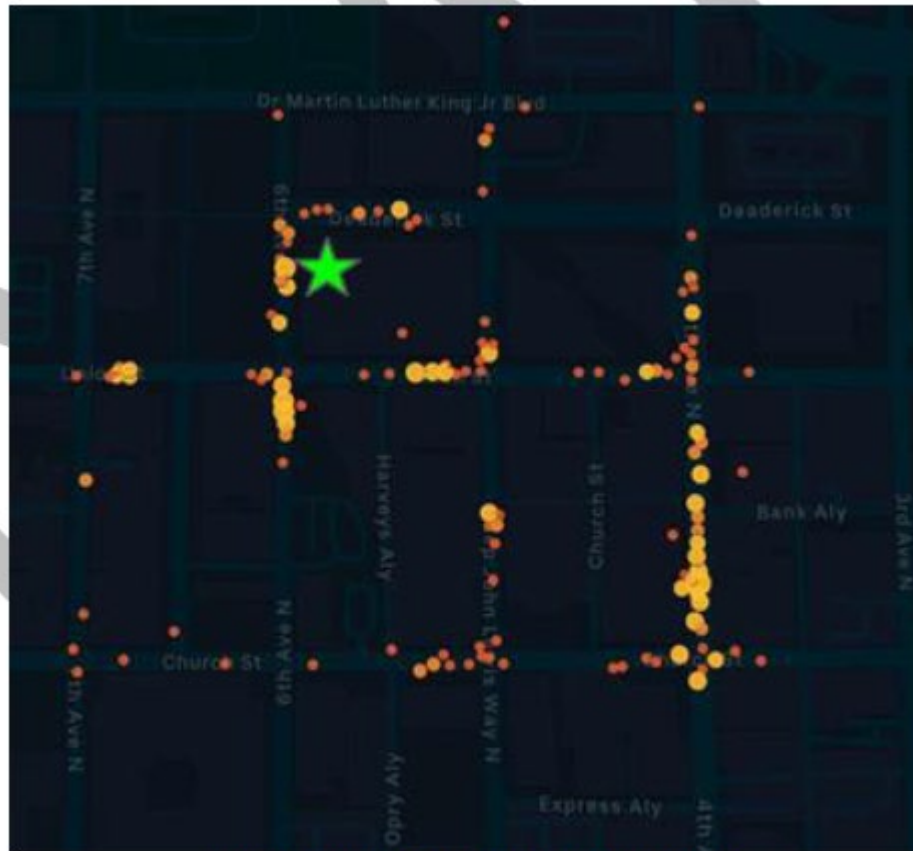


Figure 1: Heat Map Displaying Uber Trip Origins

Attachment No. 2

Geofence Boundary



Figure 5: Geofence Boundary

Attachment No. 3

TPAC Rideshare Zone Pilot



Figure 7: Pilot Zone Map

Attachment No. 5

2024 Uber Drop-Off Heat Map

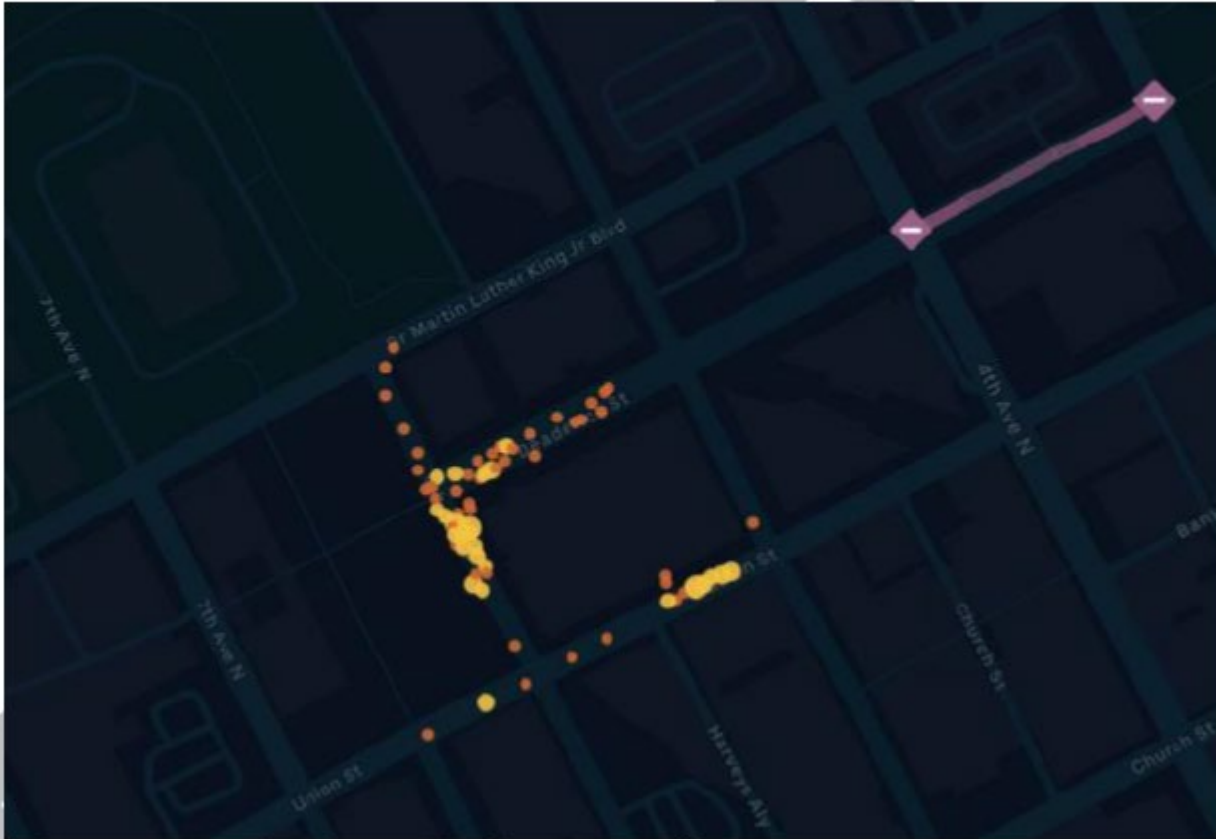


Figure 11: 2024 Uber Drop-Off Heat Map

2025 Uber Drop-Off Heat Map

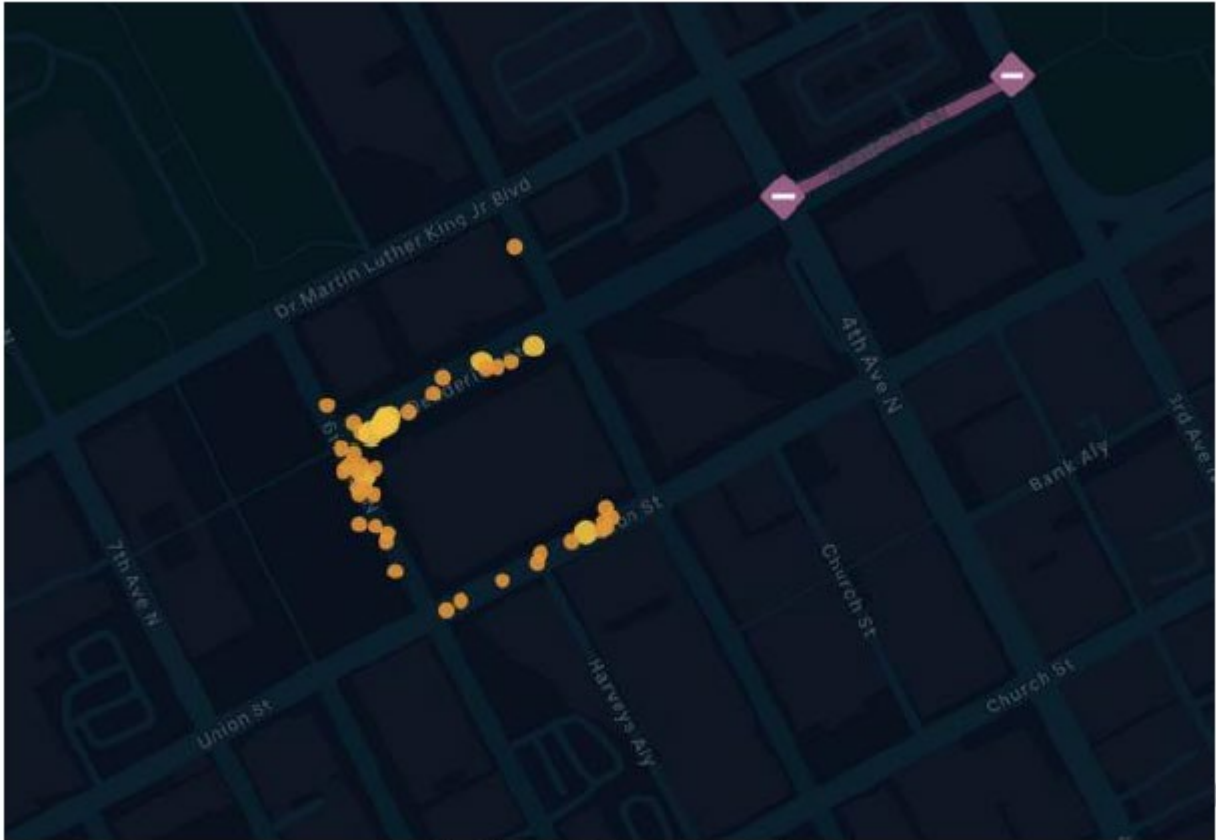


Figure 12: 2025 Uber Drop-Off Heat Map

Overall Satisfaction Response from TPAC Survey

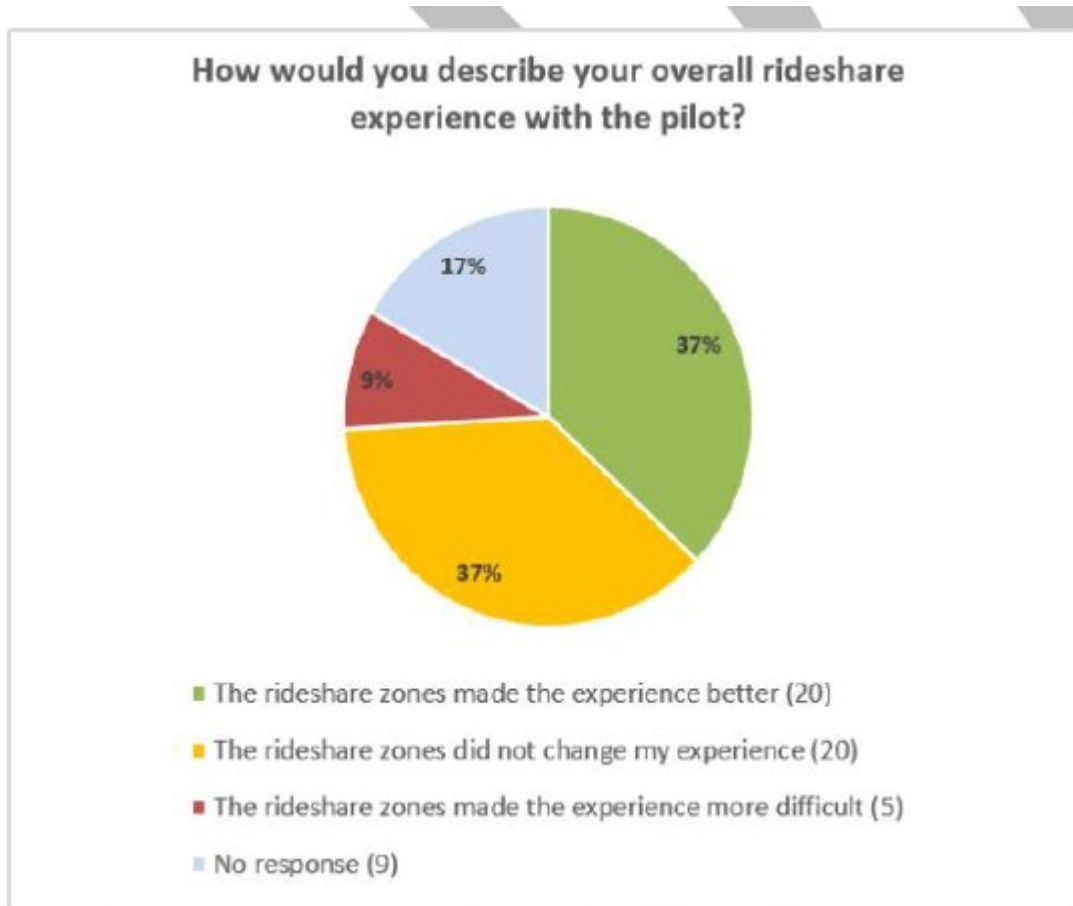


Figure 16: Overall Satisfaction Response Chart

Attachment No. 8

Travel Modes Response Chart

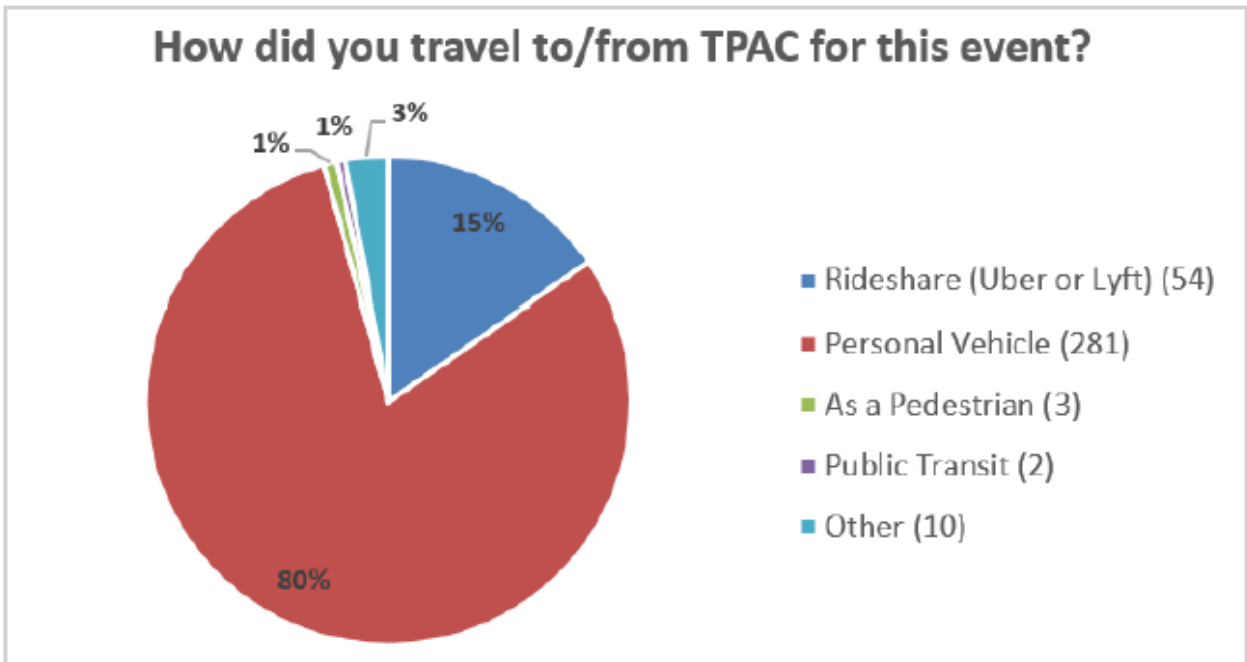


Figure 15: Travel Modes Response Chart