



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: June 3, 2025

SUBJECT: June 9, 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:

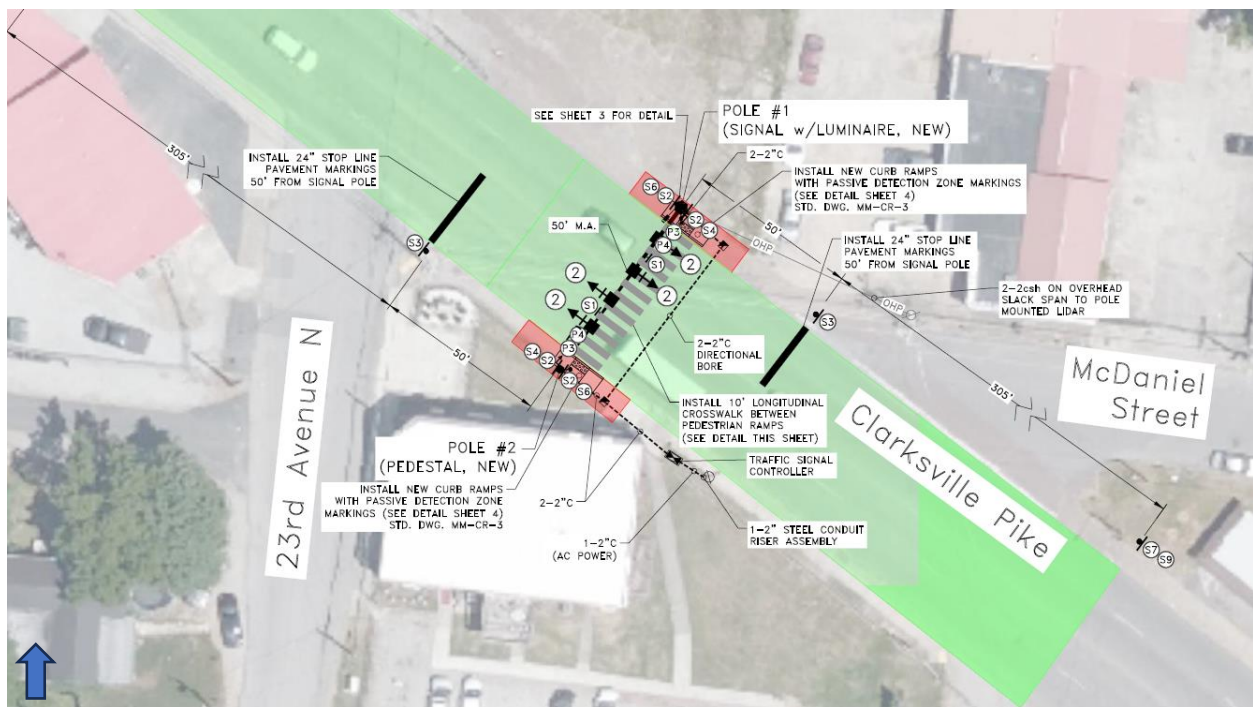
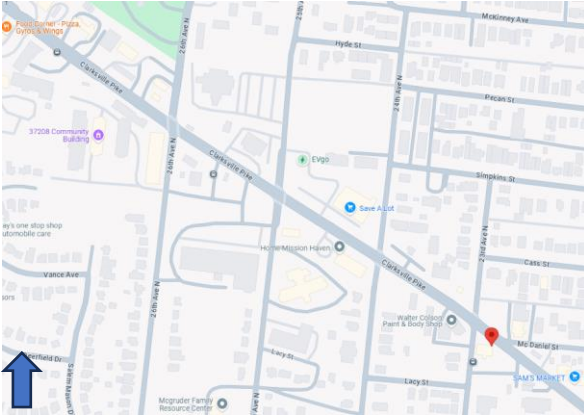
Consent Agenda

5.1 CD 21: Authorization for a new Pedestrian Hybrid Beacon at 2207 Clarksville Pk, requested by NDOT.
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Recommendation: Approval of new Pedestrian Hybrid Beacon in the 2200 block of Clarksville Pk.

Analysis: 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 rate of pedestrian presence with multiple near-miss vehicle-to-vehicle and vehicle-pedestrian events across this midblock section between 23rd Ave N and McDaniel St. Over the past three years, there have been 11 reported crashes. One of the pedestrian crashes was a Category A serious injury crash.

This location was selected for a PHB due to a number of factors including demonstrated high pedestrian crossing activity, the absence of a traffic signal, and unfavorable roadway geometry at the crest of a hill, which limits visibility in both directions along Clarksville Pike. A hybrid PHB at this site would provide passive detection for both vehicles and pedestrians and provide a critical warning to approaching drivers.

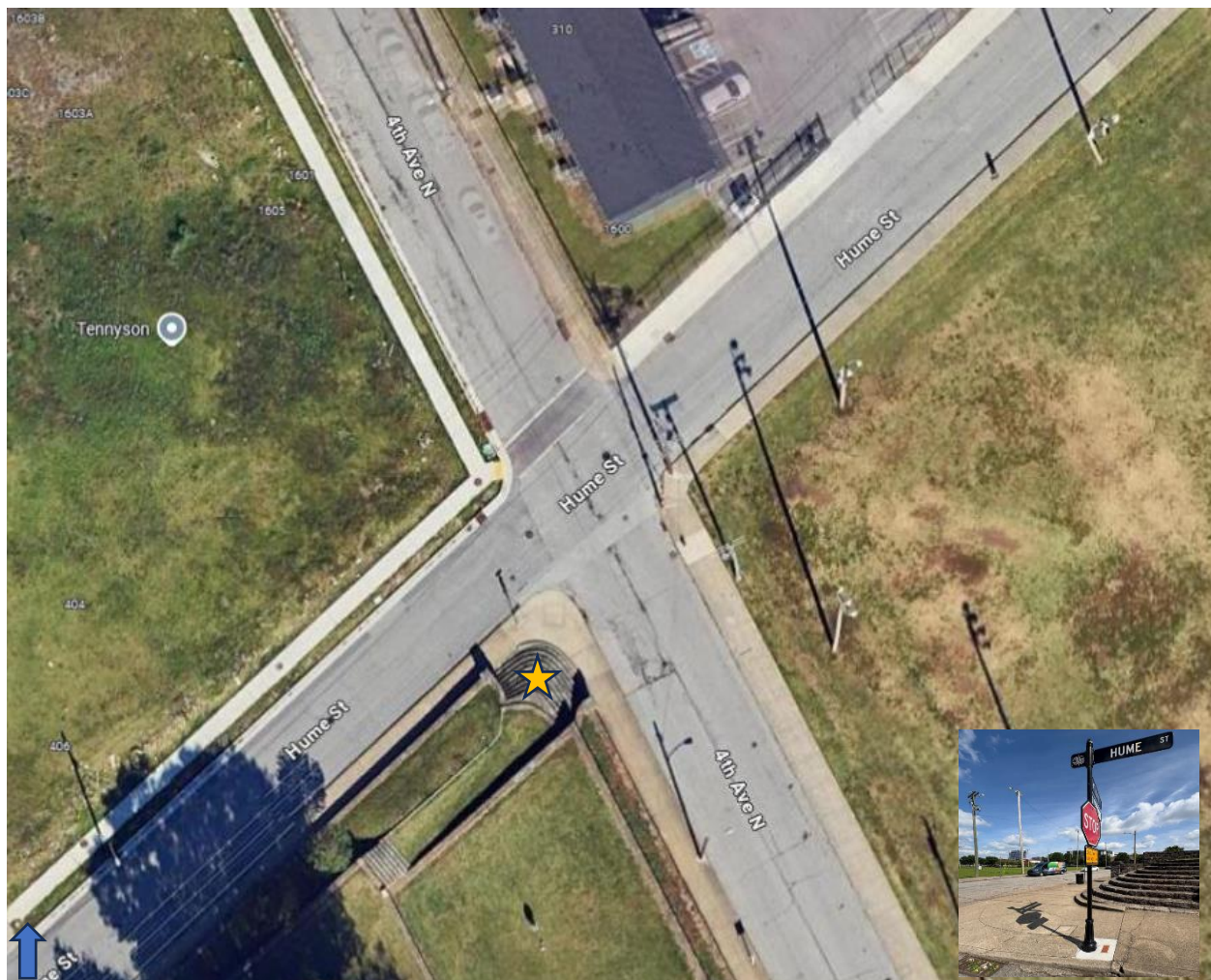


Recommendation: Approval of new all-way stop control at Hume St and 4th Ave N.

Analysis: A warrant analysis was performed for this intersection in response to a Hub Nashville request for implementation of an all-way stop.

4th Avenue N and Hume Street is a 4-leg intersection located in the neighborhood of Germantown, with both roads configured for one travel lane in each direction. The northbound and southbound approaches of 4th Avenue N are uncontrolled. The eastbound and westbound approaches of Hume Street operate under stop control.

The northwest corner of the intersection is currently under construction for a new residential development. The northeast corner of the intersection is a residential development with sidewalk in both directions and a curb ramp with no detectable warning surface. The southwest corner of the intersection is occupied by the Morgan Park Community Center with sidewalk in both directions and a curb ramp with no detectable warning surface. The southeast corner of the intersection is an open-space park owned by Metro with sidewalk in both directions and a curb ramp with no detectable warning surface. There is one existing brick crosswalk across the north leg of the intersection.



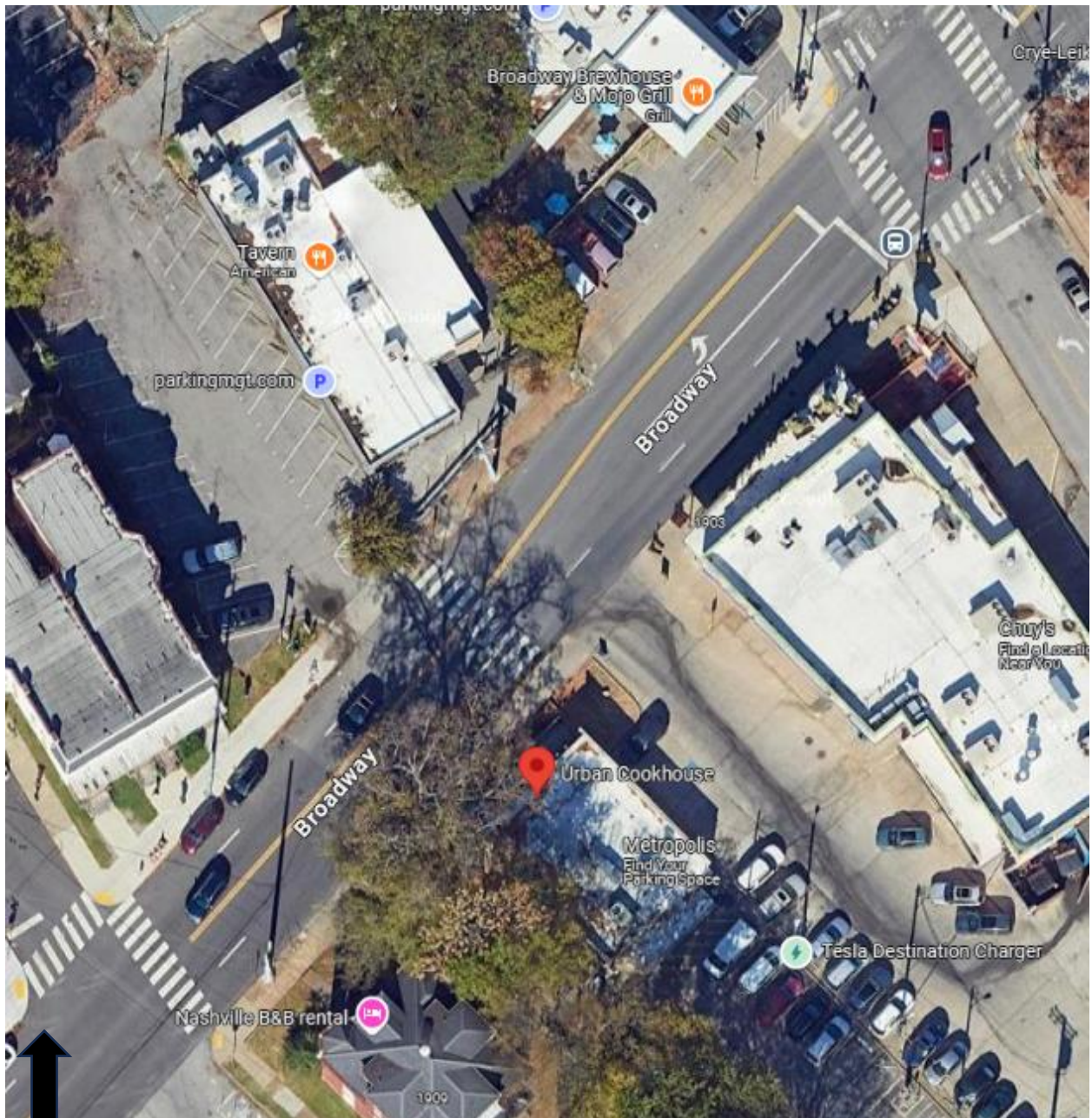
MUTCD Warrant B is satisfied for all-way stop control when an engineering study indicates that the sight distance on the minor-road approach controlled by a stop sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road. The old stone stairs at the southwest corner on the Metro Parks property obstruct the view of vehicles on 4th Ave N. The available sight distance is potentially further diminished when park visitors use the available on-street parking.

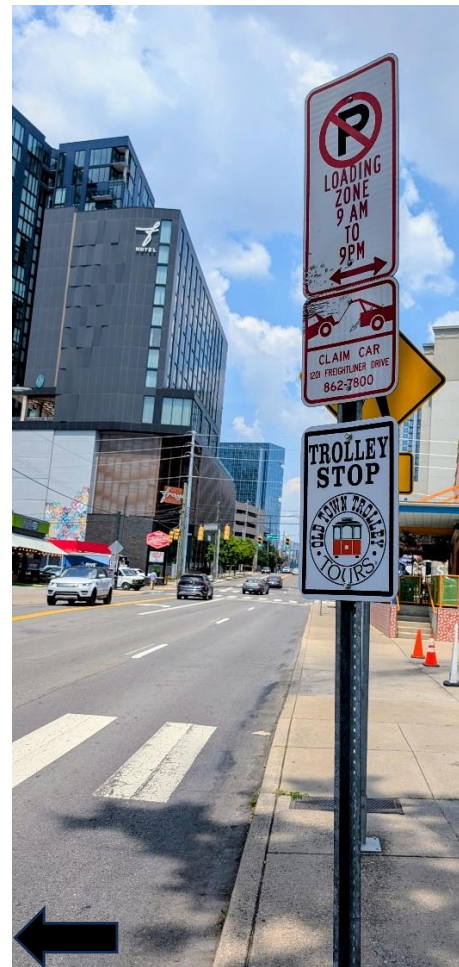
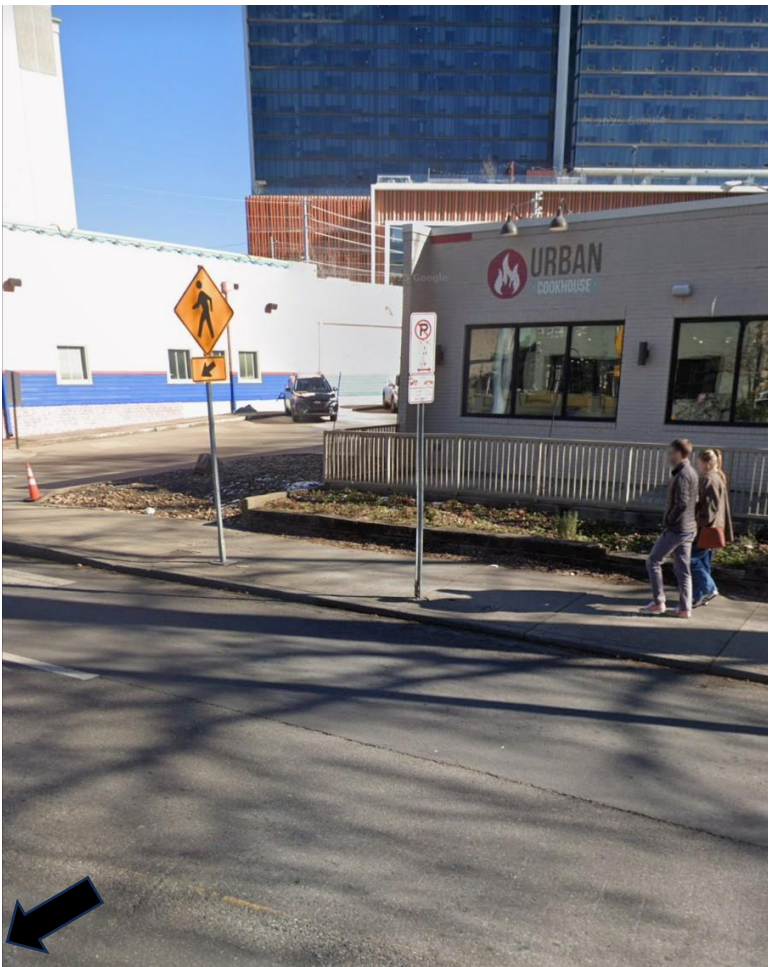
While parking can be restricted within 30 ft of the intersection, the stone stairs are unique to this warrant analysis. NDOT recommends approval of all-way stop control at 4th Ave N and Hume St.

5.3 CD 19: Authorization to remove existing loading zone on south side of Broadway between 19th Ave S and Lyle Ave and extend the existing No Parking zones on Broadway on both sides from Lyle Ave to West End Ave, requested by NDOT.

Recommendation: Removal of existing loading zone located near 1907 Broadway and approval for No Parking or Standing Anytime regulation for both sides of Broadway from Lyle St to West End Ave.

Analysis:





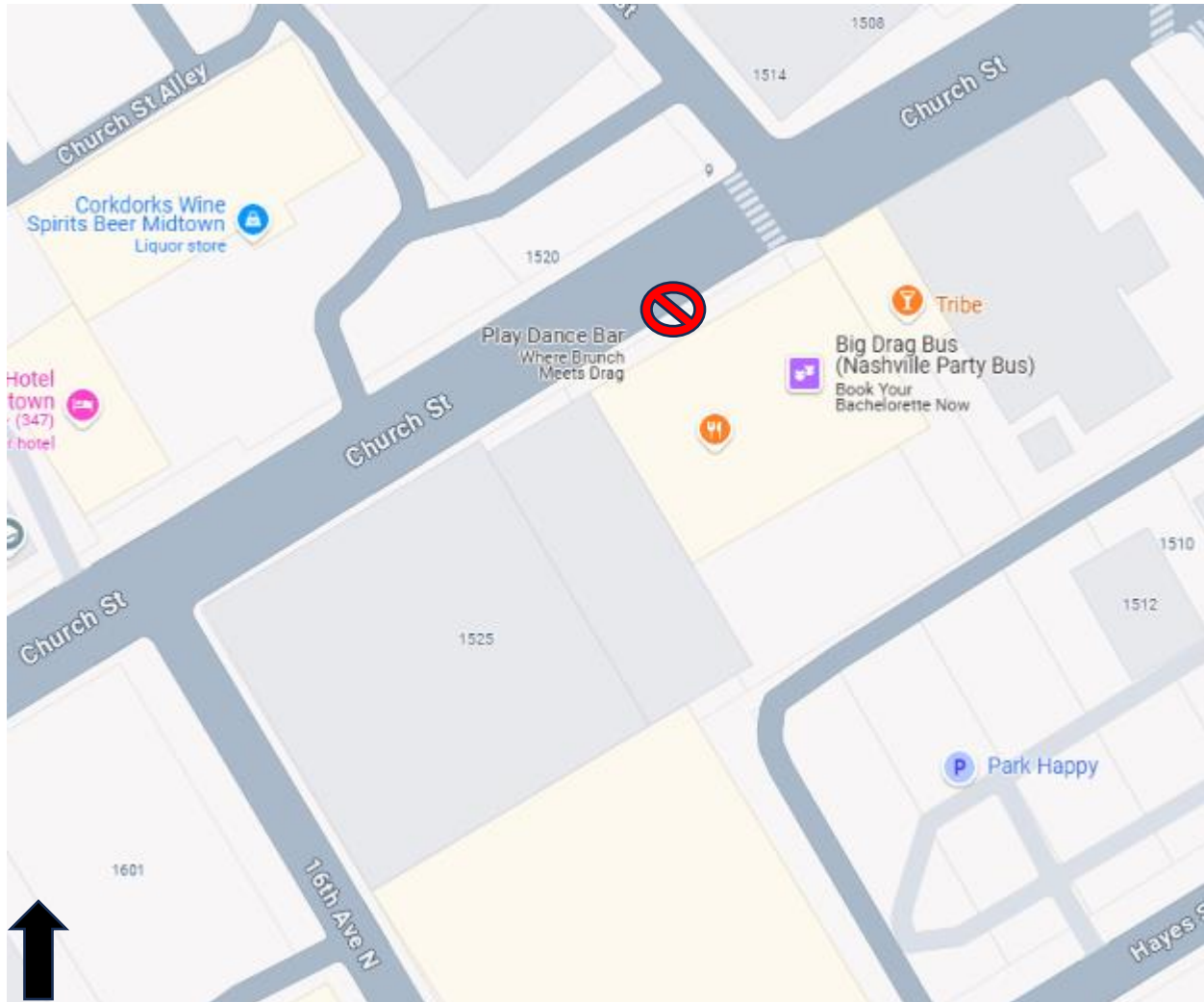
A midblock pedestrian crossing was added to this four-lane urban roadway around 2021 or 2022. With the completion of a large Vanderbilt construction project further down this block, the road was resurfaced and restriped. The end result is that the existing loading zone (9AM—9PM) is located within 30 ft of the pedestrian crossing and this creates a hazardous condition where a pedestrian is occluded from view by a vehicle parked in the loading zone. This particular location is also in use as an informal trolley stop where a large vehicle in the loading zone creates a similar hazardous condition which led to a recent pedestrian serious injury crash on Church St.

NDOT seeks to remove this loading zone and install a continuous No Parking or Standing Anytime zone on both sides of Division St from Lyle Ave to West End Ave. Most of this segment of Division St is already signed for No Parking, with the exception of a section of curb space near 1803 Broadway, which is currently signed with a time-limited No Parking restriction. With approval of this request, NDOT will exchange this signage with No Parking or Standing Anytime to allow for all travel lanes to be used for movement of vehicles.

5.4 CD 19: Authorization to remove existing Loading Zone on south side of Church St west of Mcmillin St and replacement with new No Parking or Standing Anytime from 15th Ave N to 16th Ave N, requested by NDOT.

Recommendation: Removal of existing Loading Zone on south side of Church St west of Mcmillin St and replacement with No Parking or Standing Anytime regulation.

Analysis:



This location at 1519 Church St has an existing loading zone, effective Wednesday—Saturday 7AM—11PM. There is a marked pedestrian crossing with a flashing beacon to facilitate pedestrian movements across four lanes of traffic to the corner of Mcmillin St. A No Parking or Standing Anytime zone is signed between the loading zone and the crosswalk, per the prohibited parking locations listed in Metro Code 12.40.040.

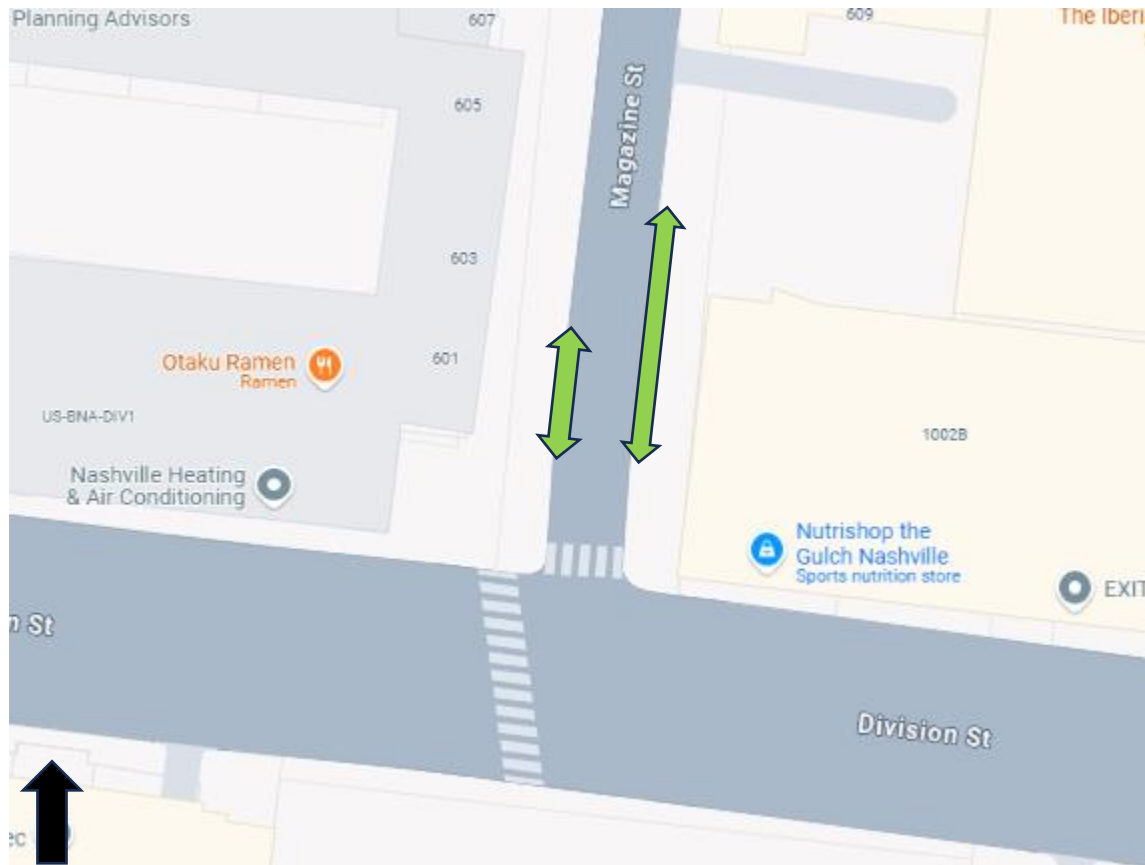
The existing No Parking zone is difficult to enforce around the clock. Vehicles illegally parked in the No Parking zone, or a large vehicle legally occupying the loading zone can create a hazardous condition where a pedestrian at the crosswalk is occluded from view by oncoming traffic. NDOT seeks remove this loading zone and establish a No Parking or Standing Anytime zone on the south side of Church St.



5.5 CD 19: Authorization for revised times for existing loading zone/pay parking on both sides of Magazine Street north of Division St – Loading Zone 7AM to 2PM / 7 days and Pay Parking All Other Times, requested by NDOT.

Recommendation: Approval of new Loading Zone effective hours, 7AM-2PM / 7 days, with Pay Parking All Other Times for both loading and parking zones on the east and west sides of Magazine St north of Division St.

Analysis:



There are existing loading zones for two spaces each on the east and west sides of Magazine St, with two spaces approved for Pay Parking on the west side of Magazine St adjacent to the loading zone. In response to a Hub Nashville noise complaint, NDOT proposes to restrict the hours allowed for loading to 7AM to 2PM and extend the western loading zone by an additional two spaces, currently signed for Pay Parking. During all other times (2PM—7AM), all of these loading spaces would be signed for Pay Parking.

Regular Agenda

6.1 NDOT report on special event parking fee waivers.

Recommendation: Approval of 2025 standing list of special events for parking fee waivers for

- **4th of July**
- **New Years Eve**
- **People Loving Nashville**
- **Open Street Summer Series**

*Analysis: Pursuant to Metro Charter Section 11.907, **Management and control of parking meters, garages and other traffic facilities**, The Traffic and Parking Commission has authority to control and manage parking facilities to include parking meters and parking garages. The Commission approved an NDOT policy in October 2022 pertaining to waiving parking fees for special events. The policy requires that NDOT report to the Commission each June a standing list of Metro assisted events for approval of waived parking fees. Events not listed on the standing list where Metro assistance is approved are presented at the next regular Commission meeting*

*For 2025, the standing list of special events where parking fees have been waived included events for **July 4** and for **New Year's Eve**. Historically, the July 4 event waives fees for approximately 250 peak parking spaces, but it varies from year to year between 150 and 250 spaces. New Year's Eve event historically waives fees for about 100-150 spaces.*

*The Commission approved a waiver in January 2024 for a weekly **People Loving Nashville** homeless outreach event on Monday evenings on Gay St Connector. This event, which potentially waives \$19,200 in parking fees for 50 spaces for 52 weeks, was approved without an ending date but remains a continuously ongoing event and is included in this report for 2025.*

*The **Open Street Summer Series** runs June 15, July 20, and August 17, potentially waiving \$960 in parking fees.*

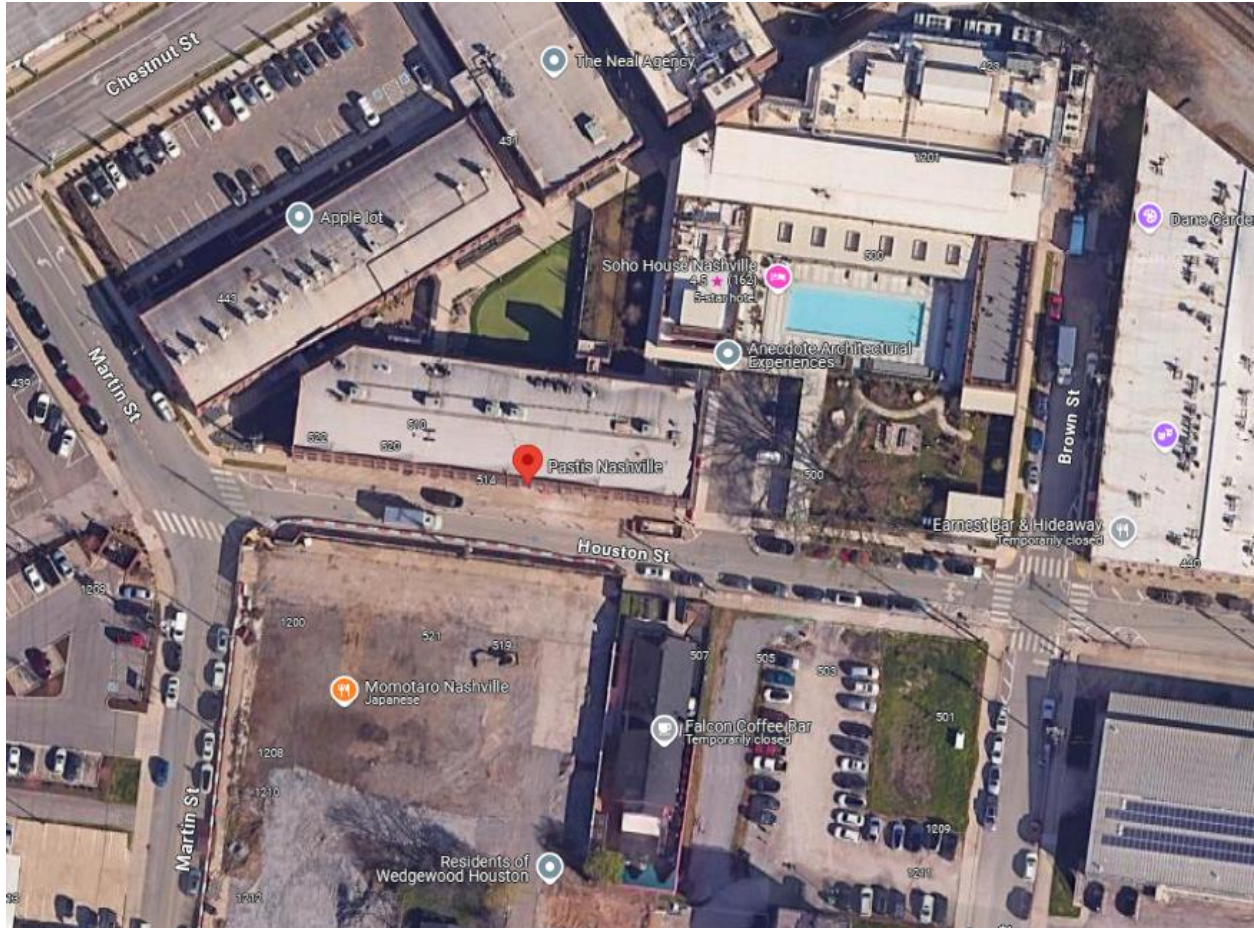
6.2 CD 19: Authorization for revised times for existing loading zone/pay parking on both sides of Magazine Street north of Division St – Loading Zone 7AM to 2PM / 7 days and Pay Parking All Other Times, requested by NDOT.

This is the same agenda item as Consent item 5.5 and was inadvertently duplicated under Regular agenda.

6.3 CD 17: Consideration of new Loading Zone on the north side of Houston St at 508 Houston St, not exceeding 50 ft in length, effective 5AM-4PM / 7 days, requested by Gardians of Nashville LLC.

Recommendation: Denial of new Loading Zone at 508 Houston St.

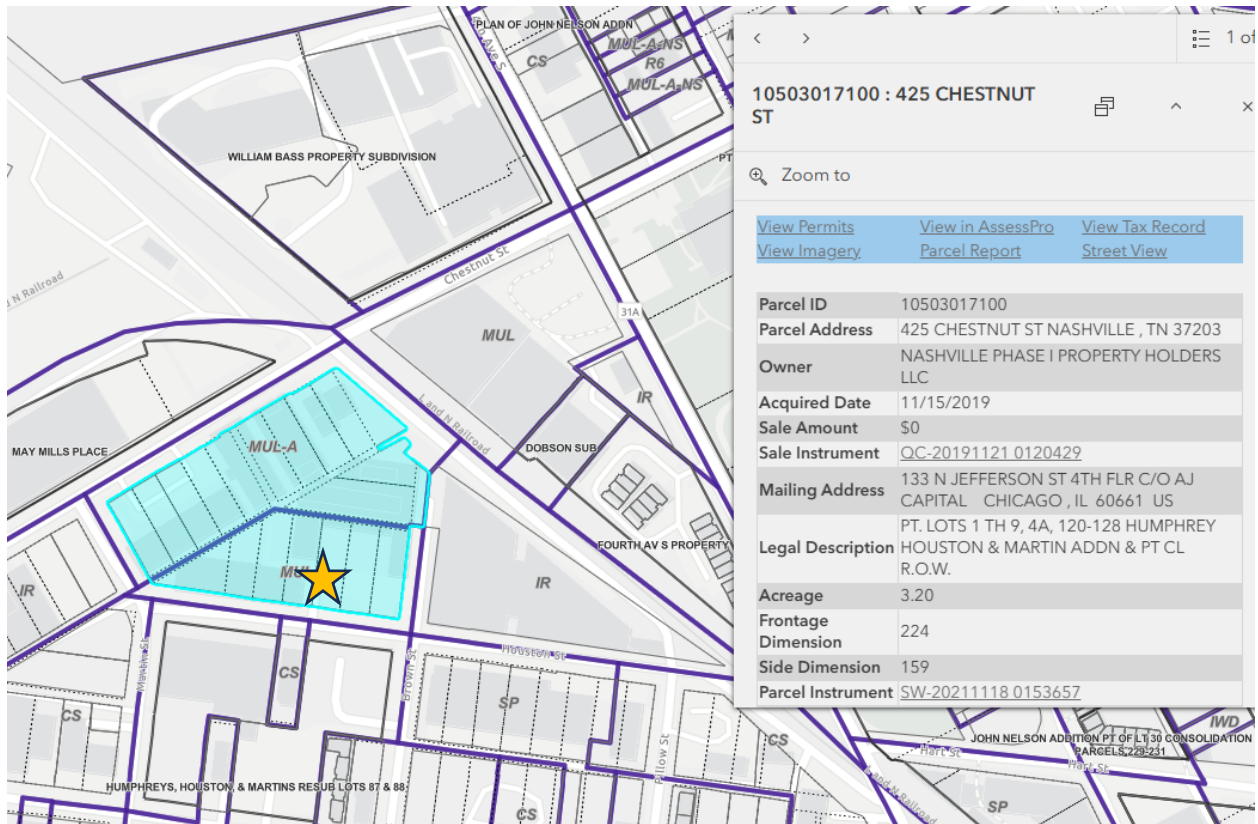
Analysis:



Gardians of Nashville LLC [sic] applied to NDOT for a new loading zone, effective 5AM—4PM / 7 days, on the north side of Houston St for Pastis Nashville.

This neighborhood is currently undergoing a significant number of construction projects and road closures. Other business owners have reached out to NDOT, the Metro government, and even the state government with help in dealing with the traffic and parking disruptions resulting from large scale neighborhood construction. A large developer controlling most of the construction in the neighborhood and is also the landlord of the parcel where this loading zone is requested.

Due to the scarcity of available on-street public parking and the ongoing construction disruptions of public streets in this neighborhood, NDOT recommends denial of any new loading zone until construction activities and closures are sufficiently completed to end adversely affecting the public right-of-way in this neighborhood. Until then, this business should seek room for loading elsewhere on the developer's properties.

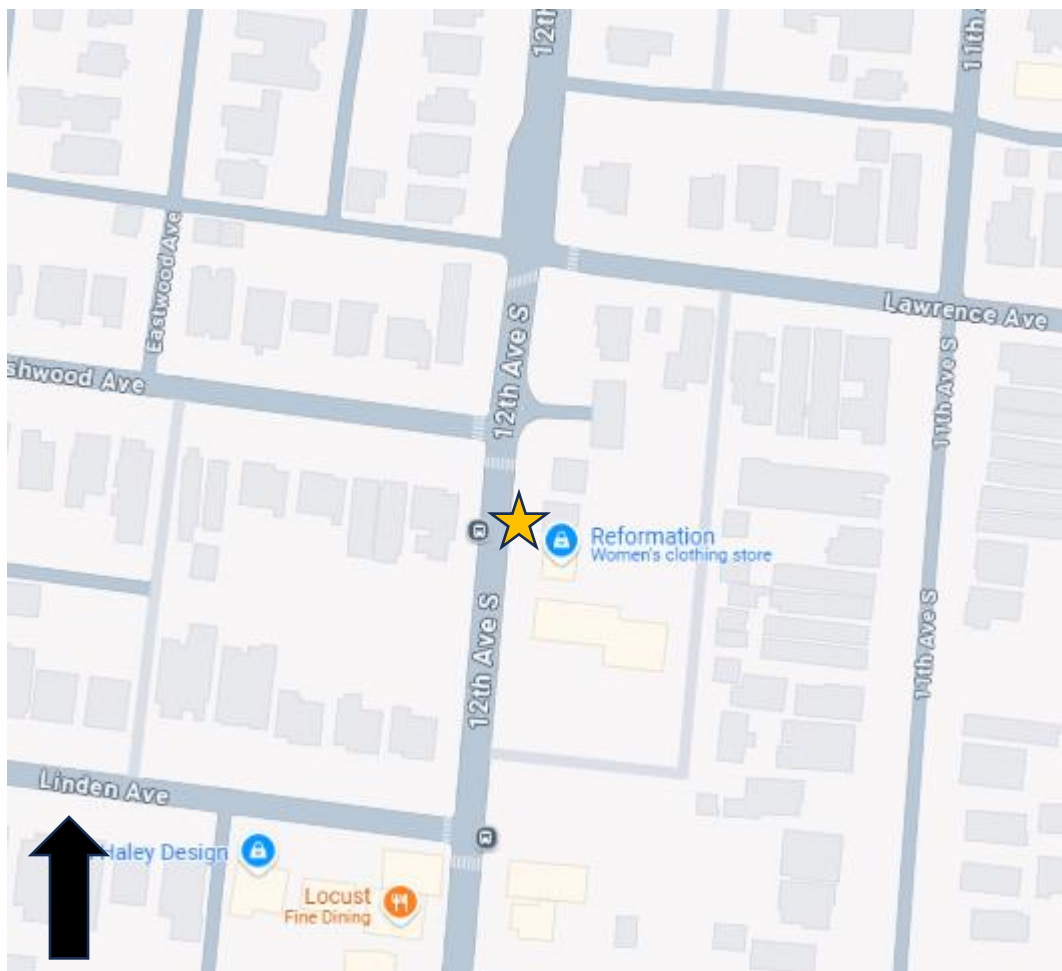


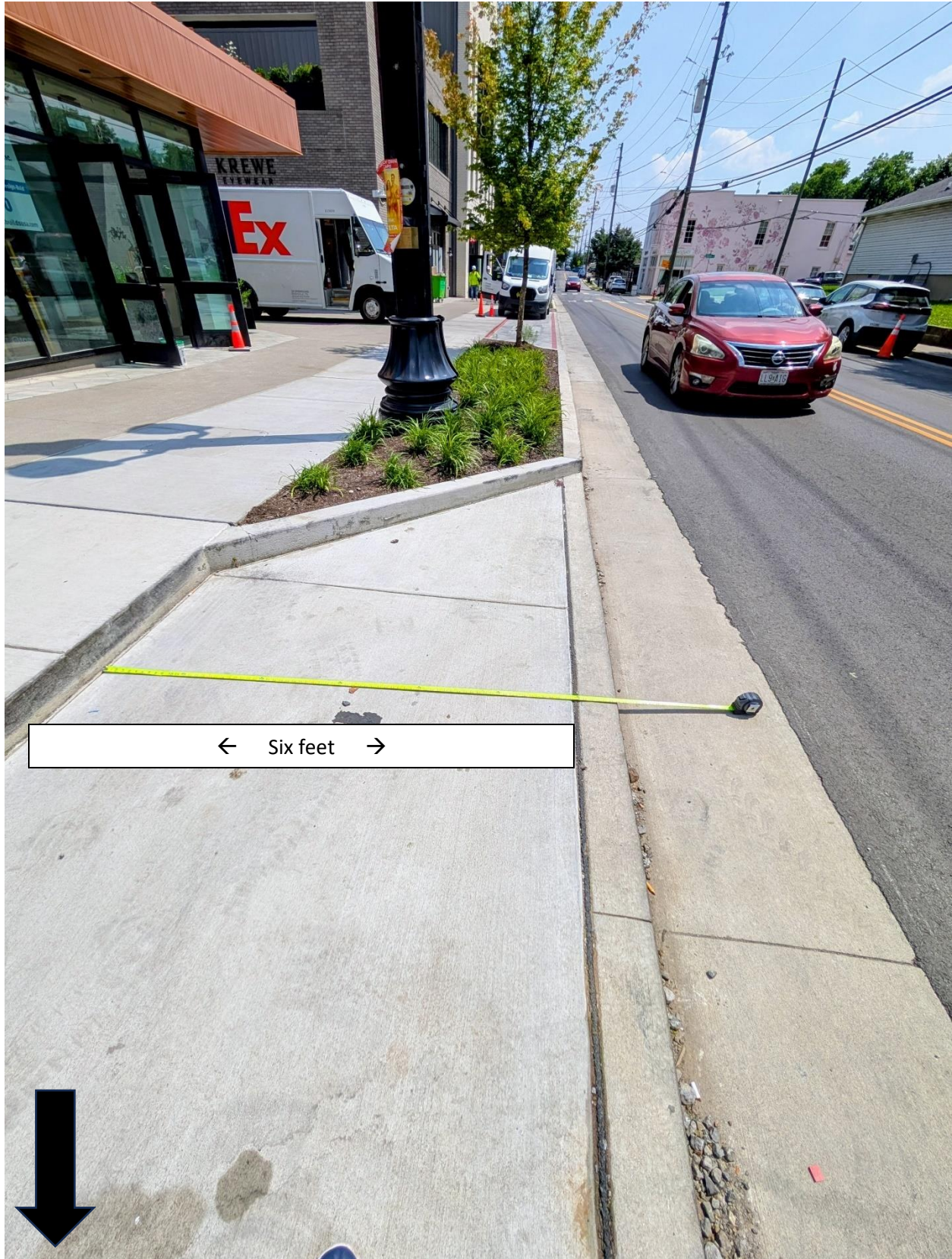
6.4 CD 17: Consideration of a new Loading Zone on the east side of 12th Ave S at 2212 12th Ave S, not to exceed 80 ft in length, effective 6AM—9AM / 7 days, requested by 2214 12 South Property LLC.

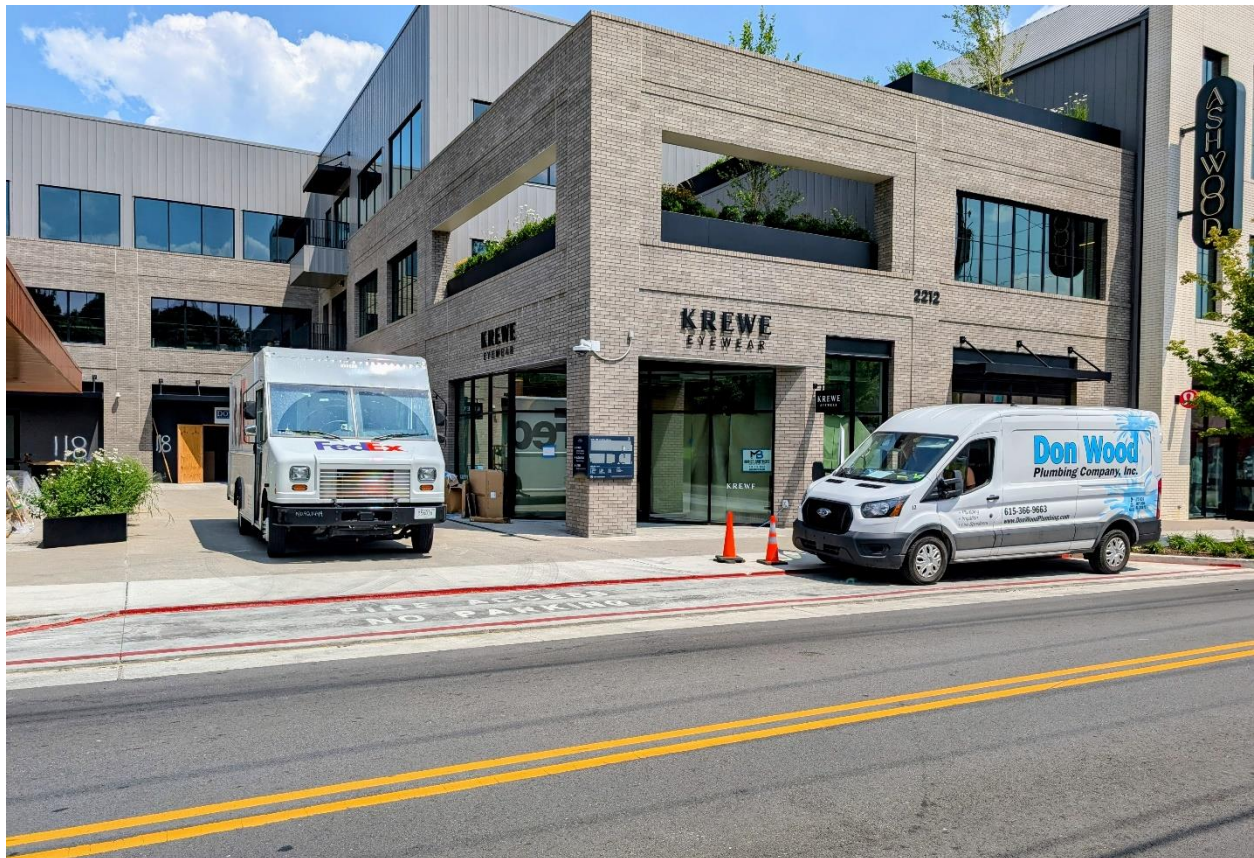
Recommendation: NDOT recommends denial of this loading zone.

Analysis: An application for a loading zone at 2212 12th Ave S was made by the property management company for use at a newly-constructed retail center in 12 South. The request is to use some or all of the available public parking on the east side of 12th Ave S

The public parking spaces on the east side of 12th Ave S are in parking pull-offs. These parking spaces were constructed with a 6-ft width, making any use of them for loading or unloading trucks unsafe. For this reason, and the scarcity of available public parking, NDOT strongly recommends against approval of a loading zone at this location.



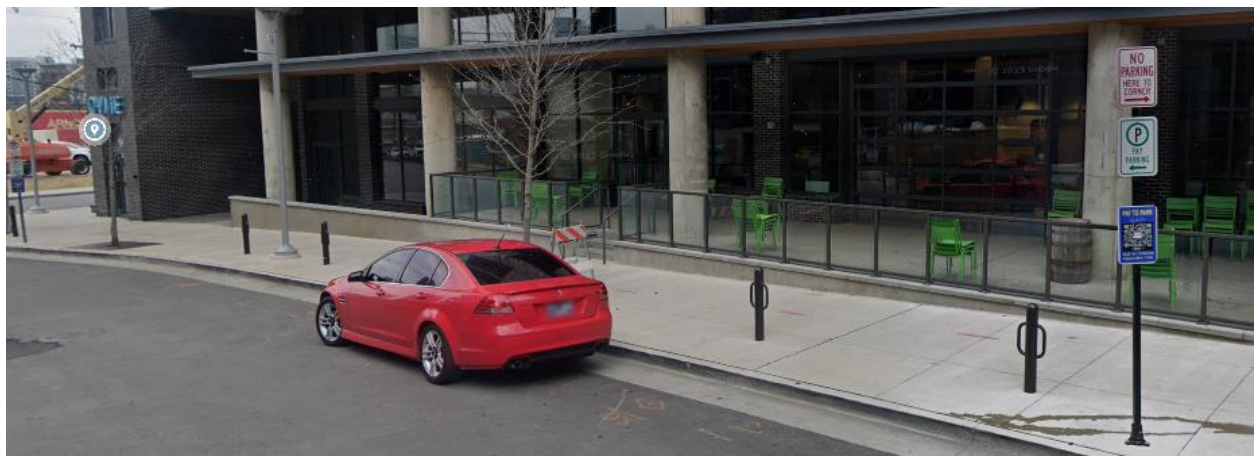




6.5 CD17: Consideration of a new valet lane on 9th Ave (near Division) Valet for 3 spaces, Thursday, Friday, Saturday 6PM to 11PM, requested by Metropolis.

Recommendation: NDOT recommends against approval of a valet lane on 9th Ave S due to the scarcity of existing public parking and the availability of the parking garage at this location.

Analysis: NDOT received an application proposing new valet parking for the existing Pay Parking spaces on the east side of 9th Ave S, just north of Division St for a new restaurant. Other businesses in this neighborhood have made complaints to NDOT about the scarcity of public parking. NDOT does not support a valet lane that displaces existing public Pay Parking, especially when there is a private parking garage at this location.



Unfinished Business

N/A

New Business

N/A

Other Items

Due to planned AV upgrades in the Sonny West Conference Room, the July and August Traffic & Parking Commission will meet at the MNPD East Precinct Community Room, 936 East Trinity Lane.

