



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: July 8, 2025

SUBJECT: July 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:

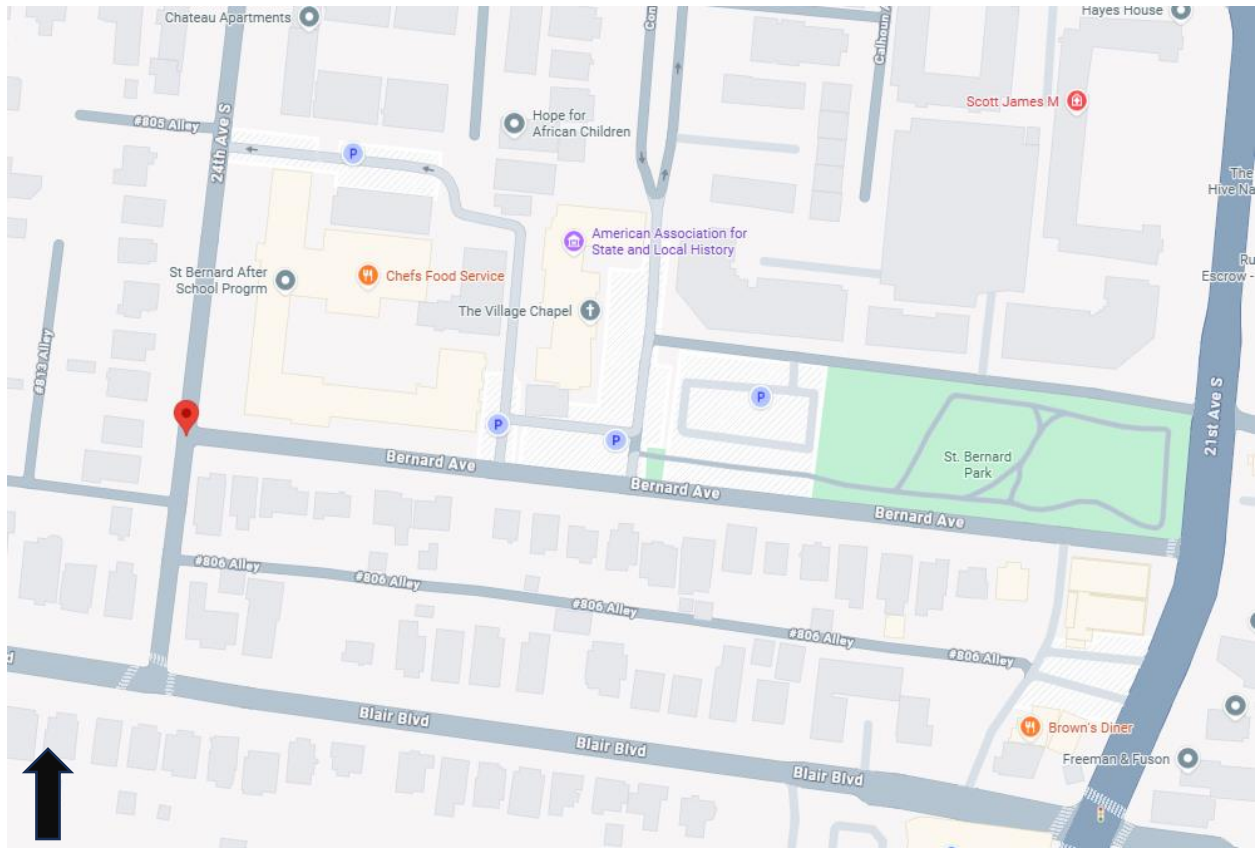
Consent Agenda

5.1 CD 18: Authorization for new multiway stop control for Bernard Ave and 24 th Ave S, requested by NDOT.

Recommendation: Approval of new multiway stop control for Bernard Ave and 24th Ave S.

Analysis: This intersection is a T-intersection of local streets with 24th Ave S as the major approach and Benard Ave as the minor approach in the stem position. Only Bernard Ave is currently stop controlled.





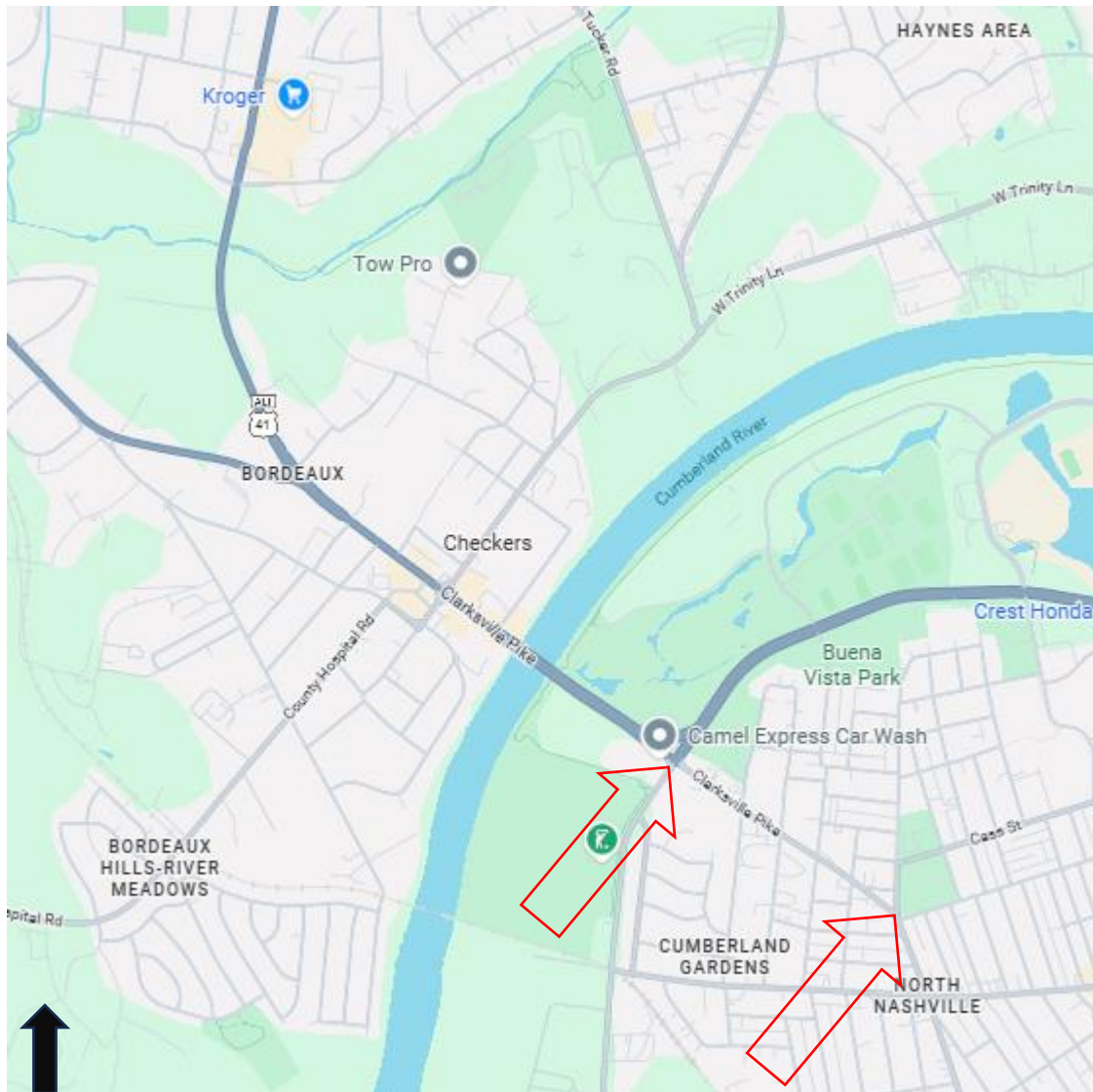
NDOT performed an MUTCD warrant analysis for this intersection and determined that Warrants B and E were satisfied due to limited sight distance and significant pedestrian volumes at this intersection. It should be noted that vehicular traffic volumes are unbalanced between the major and minor approaches, and that if this multiway stop control is approved, it will become necessary for NDOT to relocate existing speed cushions on the northern leg of 24th Ave S.

NDOT recommends implementing multiway stop control at Benard Ave & 24th Ave S.

5.2 CD 02: Authorization to lower speed limit on Clarksville Pk between 18th Ave N and Rosa Parks Blvd from 40 mph to 35 mph, requested by NDOT.

Recommendation: Approval of new posted speed limit of 35 mph on Clarksville Pike between 18th Ave N and Rosa Parks Blvd.

Analysis: NDOT has analyzed historical crash data on Clarksville Pike from Church St to the Davidson-Cheatham county line and performed an assessment of current operating conditions to determine whether any modifications to the posted speed limits on this corridor are recommended. NDOT and its consultant used INRIX traffic data to determine the 50th percentile and the 85th percentile speeds, and the National Cooperative Highway Research Program (NCHRP) 966 “Posted Speed Limit Setting Procedure and Tool: User Guide” for this task. These data were compared with statewide data for streets with similar characteristics. The whole corridor extends 15.6 miles with variable lane segments including two-lane undivided sections to six-lane sections with a two-way left turn lane. Some sections included bicycle lanes.

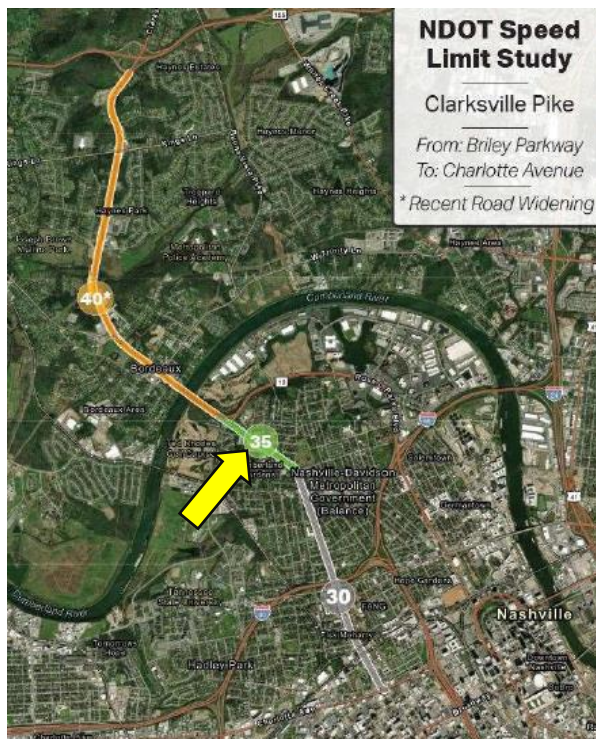


The analysis showed that the recommended speed limits were generally consistent with the posted speed limits along most segments of the corridor, particularly in the northern rural areas. However, for the segment between 18th Avenue North and Rosa Parks Boulevard, the current posted speed limit is 40 mph, while NDOT recommends reducing it to 35 mph.

This recommendation accounts for differences between data sources—specifically, INRIX historical probe speed data and spot speed measurements collected in the field. While probe data is valuable for gaining a comprehensive view of corridor-wide travel behavior, national research has shown that such data can report speeds 3 to 5 mph lower than those captured by radar or pneumatic tube counters on the same facility. A study by the Texas A&M Transportation Institute similarly found that probe data “generally yields lower speed data” and cautioned against relying on it for setting speed limits due to this downward bias.

Further, NCHRP Report 966 explicitly states that “crowdsourced and third-party speed data should not be used for regulatory speed setting unless validated by on-site speed measurements.” In alignment with this guidance, NDOT updated its policy on March 10, 2025, to require the use of manually collected data—specifically, 50th and 85th percentile speeds—for studies establishing posted speed limits.

It is noteworthy that this exact segment within the Vision Zero High Injury Network has also been independently evaluated in the past year using LIDAR equipment and that this Commission has approved installations for three new Pedestrian Hybrid Beacons along this segment of Clarksville Pike in an effort to reduce the number pedestrian crashes and near miss events.

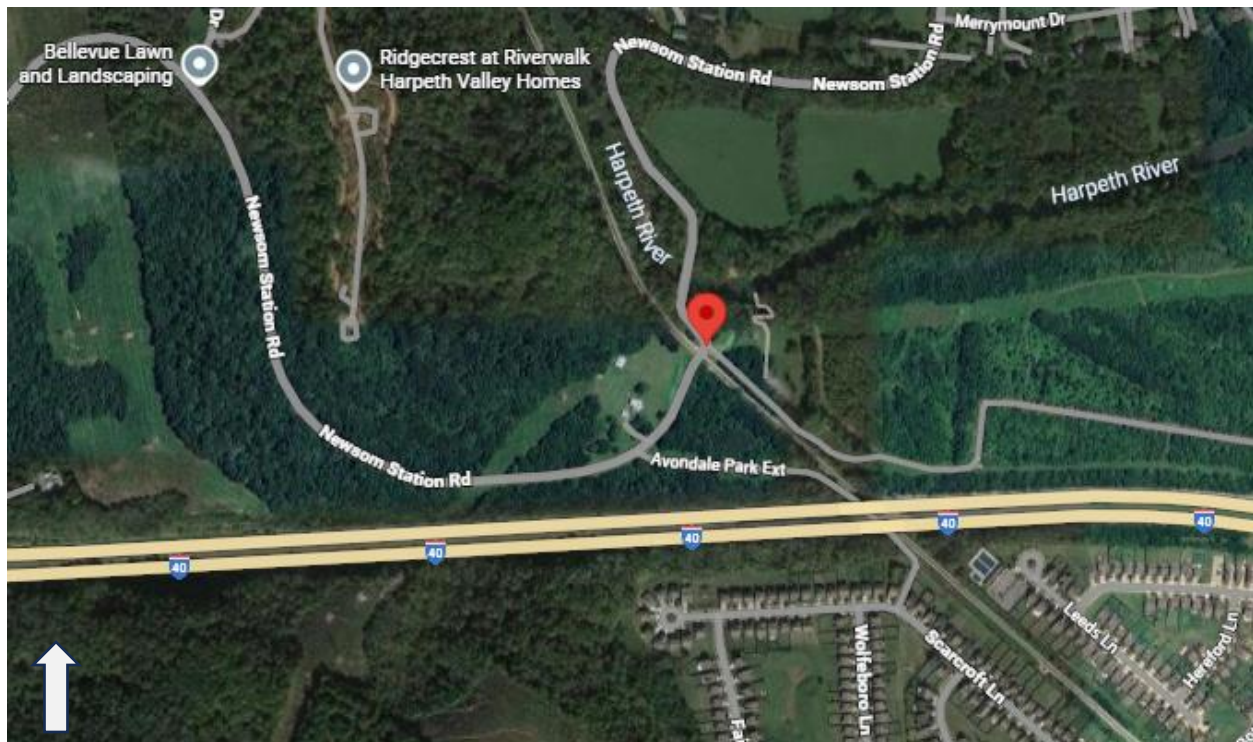


If the new speed limit is approved by the Commission, then Clarksville Pike will have new posted speed limits that decrease as a driver approaches the more urban roadway context. The far northern segments of Clarksville Pike have existing posted speed limits of 50 or 55 mph, with lower local 45 speed limits that buffer traffic signals. NDOT does not recommend changes for these segments at this time.

Recommendation: Authorization of multiway stop control for Newsome Station Rd at Newsom's Mill.

Analysis: This low-volume rural T-intersection is configured with the southern leg of Newsom Station Rd in the stem position as it passes a single lane of traffic through a railroad underpass. This intersection provides access to Harpeth River State Park—Newsom's Mill.

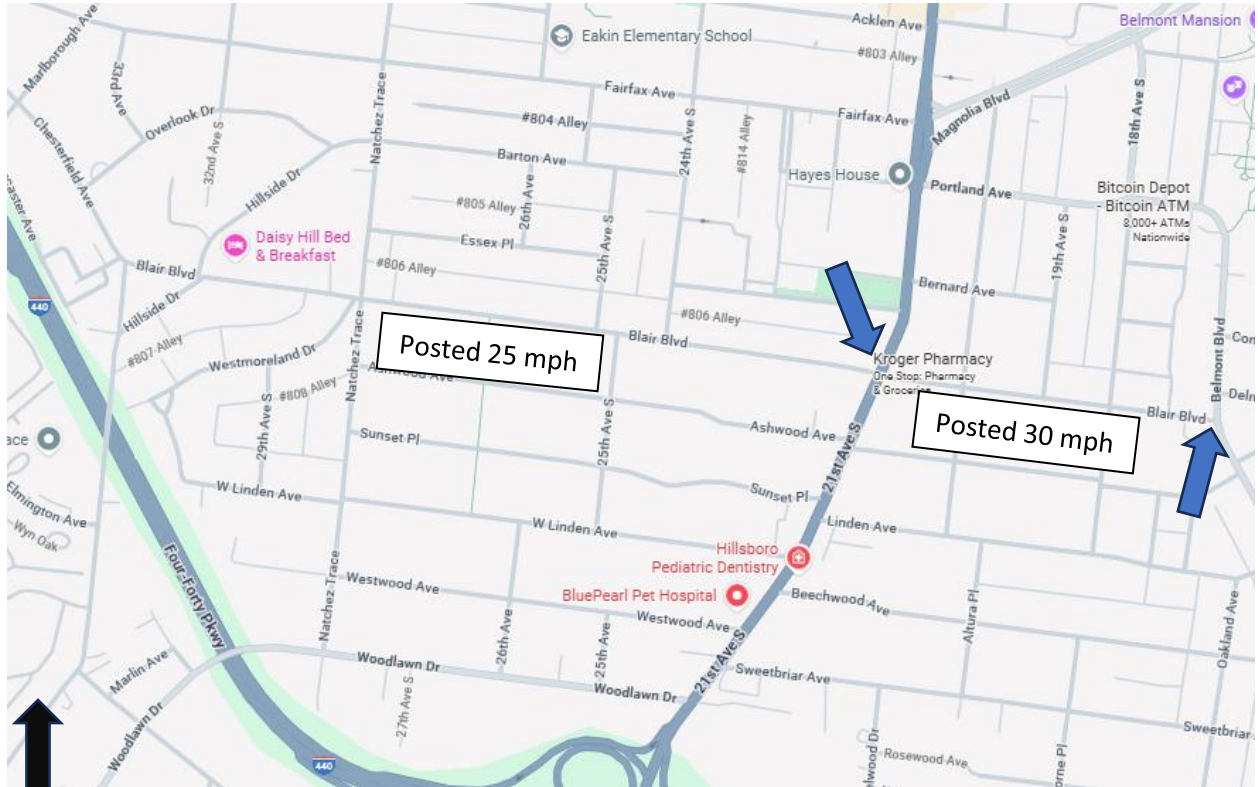
MUTCD warrant B is satisfied due to minimal sight distance on the east side of the railroad underpass.



5.4 CD 18: Authorization to lower speed limit on Blair Blvd between 21st Ave S and Belmont Blvd from 30 mph to 25 mph, requested by NDOT.

Recommendation: Approval of new 25 mph speed limit on Blair Blvd from 21st Ave S to Belmont Blvd.

Analysis:



Blair Blvd is a two-lane collector avenue that extends from Belmont Blvd in the east to Chesterfield Ave at its western terminus. The existing speed limit along most of Blair Blvd is 25 mph between Chesterfield Ave and 21st Ave.

NDOT evaluated the speed limit on Blair Blvd from 21st Ave S to Belmont Ave, covering an approximately .35-mile stretch of roadway. The analysis uses spot speed data with the NCHRP 966 Speed Limit Setting Tool to suggest more appropriate speed limits based on operating speeds, land use, road characteristics, and traffic safety.

The speed study recommends a speed limit adjustment along Blair Blvd from 21st Ave to Belmont Ave from 30 mph to 25 mph. This determination is based on a comprehensive analysis of traffic conditions, crash data, and the presence of vulnerable road users. The recommended changes aim to improve safety without adversely affecting traffic flow.

5.5 CD 19: Approval for future valet operation for proposed development on the north side of 409 Peabody St, requested by KCI, on behalf of a developer.
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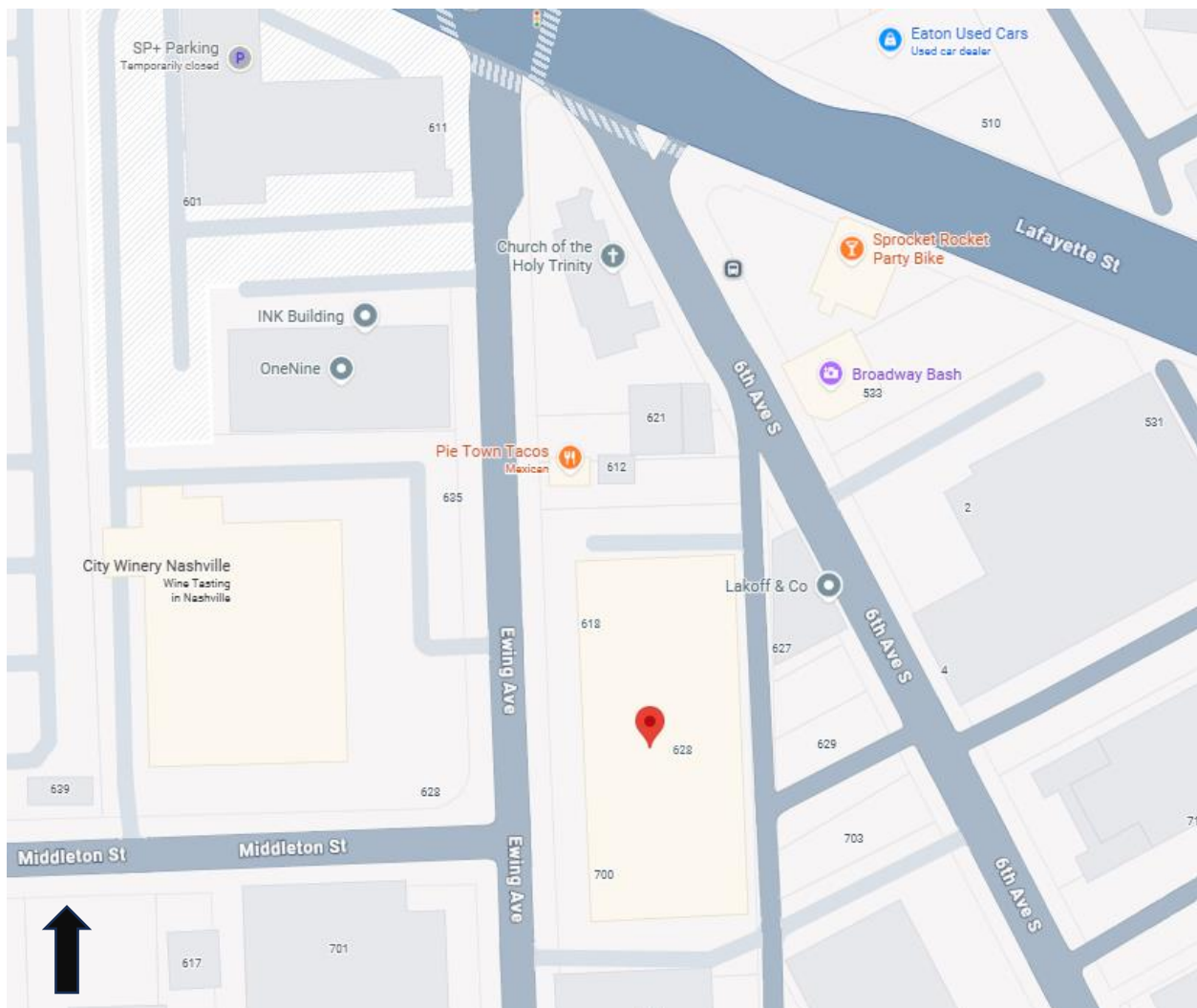
Recommendation: KCI, on behalf of the developer, has requested a one-month deferral.

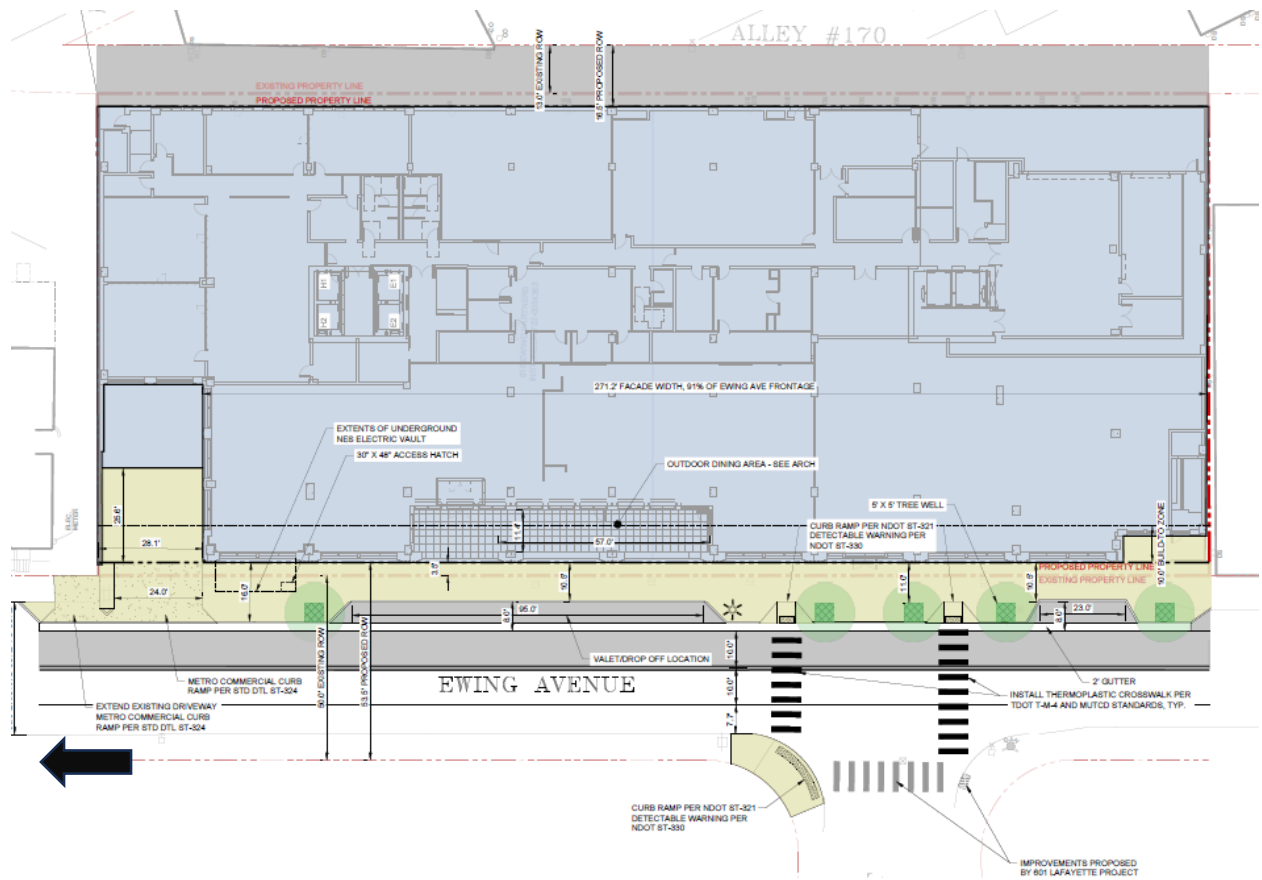
Analysis: N/A

5.6 CD 19: Approval for future valet operation for proposed development on the west side of 616 Ewing Ave, requested by Kimly-Horn & Associates on behalf of a developer.

Recommendation: Approval of curb use at 616 Ewing Ave for future loading/valet purposes if an application for a loading zone and/or valet zone is made within the next 36 months.

Analysis: This site proposed for a hotel redevelopment, with a proposal for a valet/loading are on the east side of Ewing Ave about 350 ft south of Lafayette St. The developer seeks preliminary approval of a 24/7 valet/loading zone for the site development plan. NDOT agrees with the proposed valet/loading zone, and recommends approving the curb space for this purpose, with a 36-month expiration. The expectation is that the hotel will make an application to the T&P Commission for the valet/loading zone permit near the end of construction

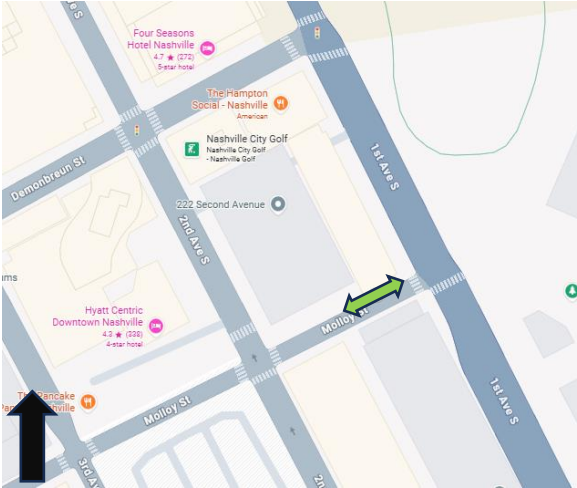




5.7 CD 19: Authorization for a new valet zone for up to three parking spaces on the north side of Molloy St on the NW corner of Molloy St and 1st Ave S, effective 11AM—2PM and 6PM—Midnight / 7 days, requested by Zuzu.

Recommendation: NDOT recommends approval of valet parking for three spaces on the NW corner of Molloy St and 1st Ave S, effective 11AM—2PM and 6PM—Midnight (7 days), with Pay Parking during all other times.

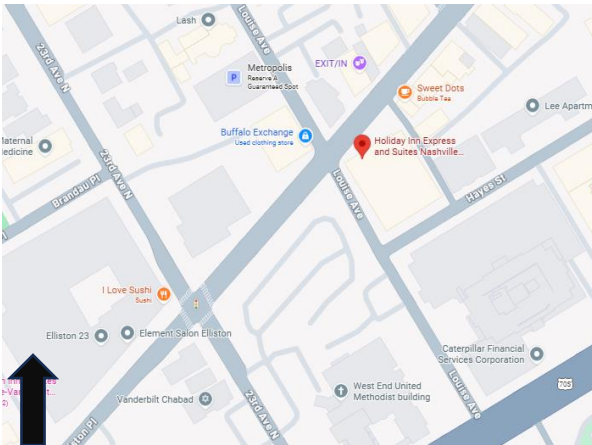
Analysis: The pull-off lane on the north side of Molloy St is currently approved for Pay Parking 24/7. The width of the pull-off area is constrained, approximately 7 ft +/-, and requires the use of the gutter width for parking. Despite these constraints, NDOT recommend approval of this request.



5.8 CD 19: Authorization for a new valet zone for up to three parking spaces on the east side of Louise Ave on the SE corner of Louise Ave and Elliston Pl, effective 24/7, requested by Holliday Inn Express West End.

Recommendation: Approval of new valet zone for three parking spaces on the east side of Louise Ave south of Elliston Place, effective 24/7.

Analysis: Construction of a new hotel was completed in 2025, and the hotel is requesting a valet lane in the new parking spaces on Louise Ave. NDOT concurs with the request.



Regular Agenda

None

Unfinished Business

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

Recommendation: NDOT recommends a one-month deferral to August.

Analysis: N/A

7.2 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 disapproval of the requested loading zone on 12th Ave S.

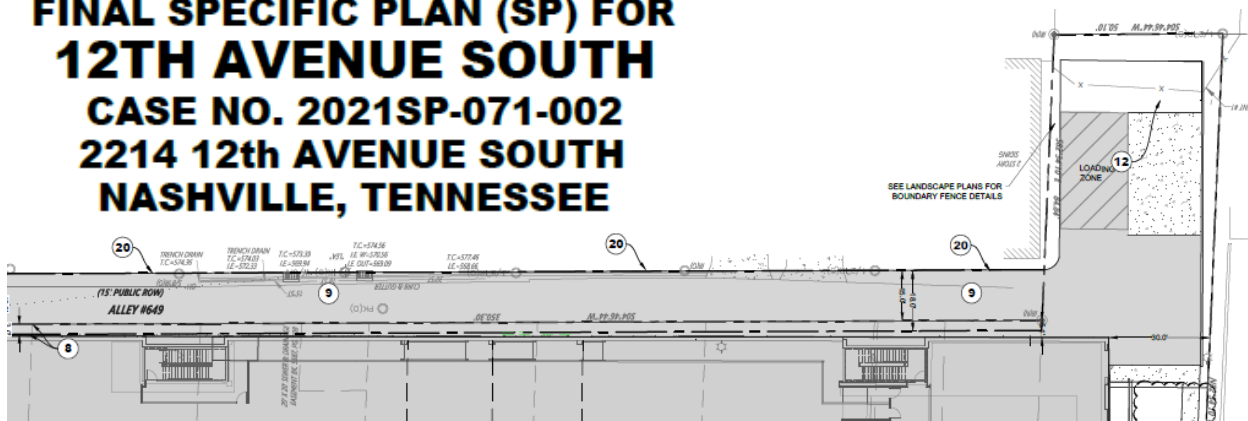
Analysis: This request for a loading zone was deferred from the June meeting with a request for more information on the alley behind the development. The approved 2021SP-071-002 development plan shows an 18-ft alley, which meets Metro Standard ST-263 for alley construction. The SP also includes a loading area at the terminus of the alley.

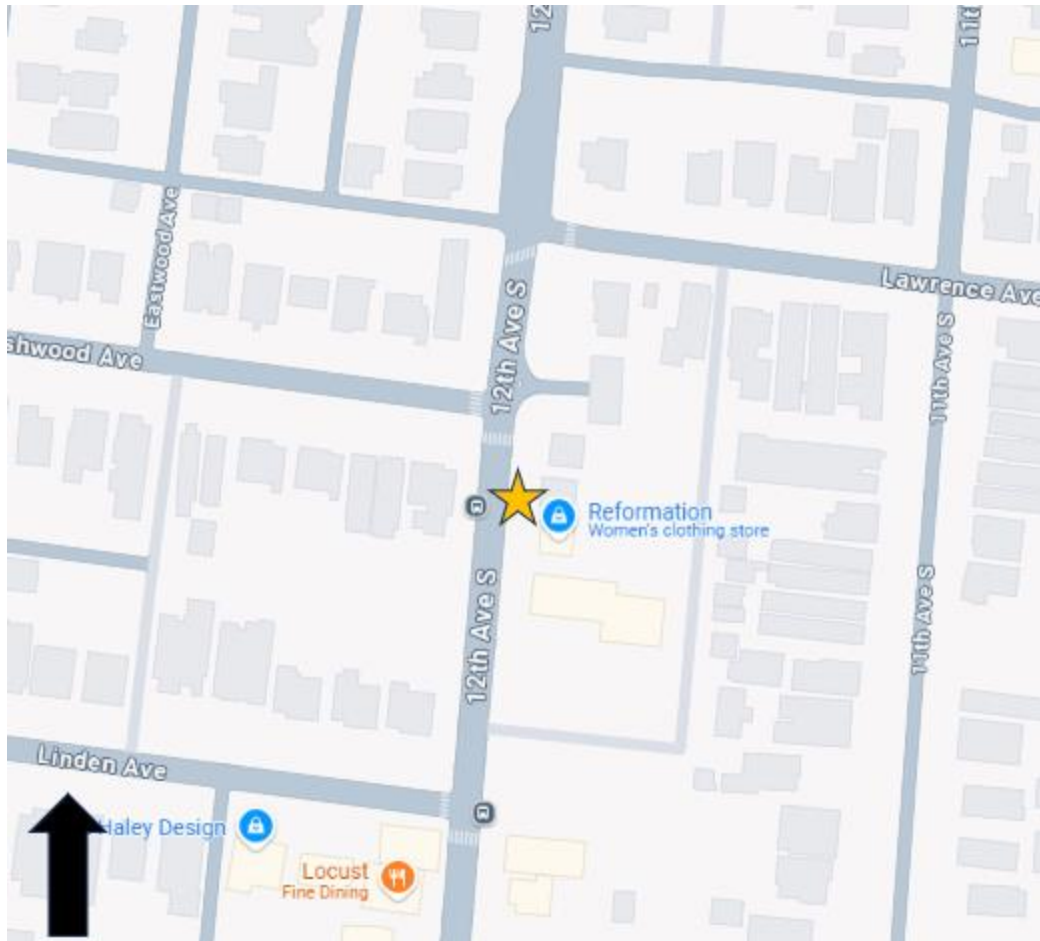
An application for a loading zone at 2212 12th Ave S was made by the property management company for use at a newly constructed retail center in 12 South. The request is to use some or all of the available public parking on the east side of 12th Ave S

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 recommends against approval of a loading zone on the east side of 12th Ave S..



**FINAL SPECIFIC PLAN (SP) FOR
12TH AVENUE SOUTH
CASE NO. 2021SP-071-002
2214 12th AVENUE SOUTH
NASHVILLE, TENNESSEE**





7.3 Transportation & Infrastructure committee safety information.

Councilmember Parker will select a date and issue an invitation for the Transportation & Infrastructure committee.

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.

