



**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:** November 7, 2025

**SUBJECT:** November 10, 2025 Traffic and Parking Commission Meeting  
Staff Analysis

**PURPOSE:**

This staff analysis is designed to provide an overview of the items on the upcoming Metropolitan Traffic and Parking Commission agenda and to ensure that Commission members have the information necessary for discussion and action prior to the meeting.

Commissioners are encouraged to contact Nashville Department of Transportation (NDOT) staff with any operational or policy questions and the Commission's Metro Legal advisors with any legal questions prior to the meeting. The Commission's Metro Legal advisors are: Phylinda Ramsey ([phylinda.ramsey@nashville.gov](mailto:phylinda.ramsey@nashville.gov)), Erica Haber ([erica.haber@nashville.gov](mailto:erica.haber@nashville.gov)), and Ann Mikkelsen ([ann.mikkelsen@nashville.gov](mailto:ann.mikkelsen@nashville.gov)).

**Consent Agenda**

**5.1 CD 13:**

Authorization for new multiway stop control for Goodbar Dr and Kermit Dr, requested by NDOT via Hub Nashville.

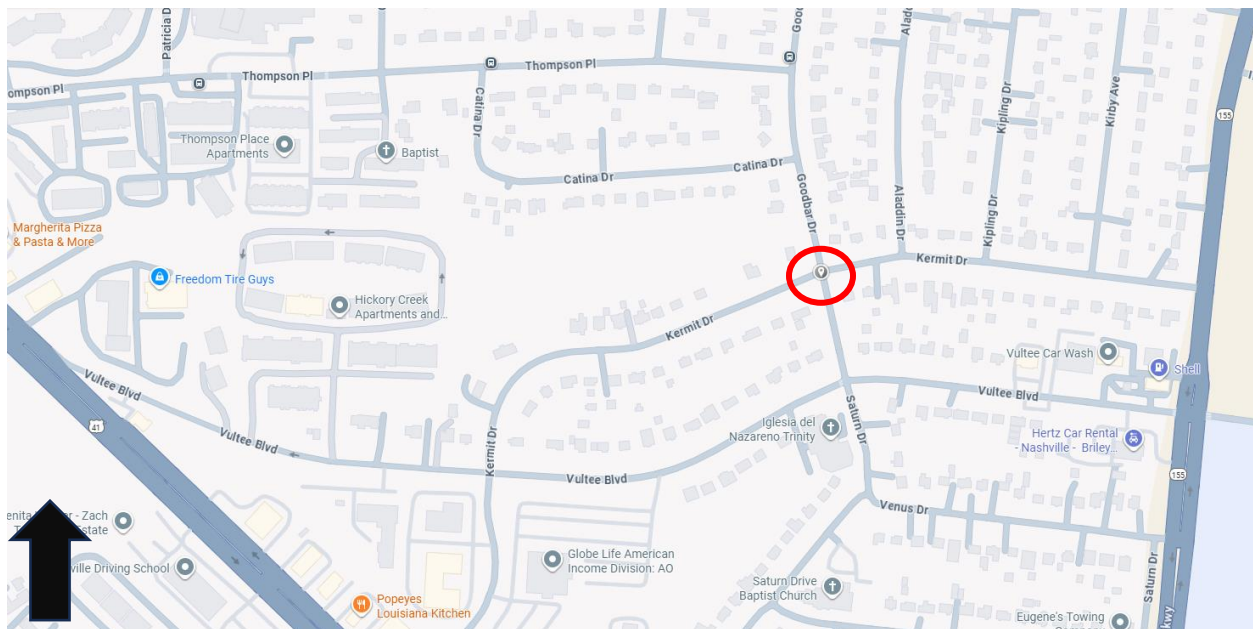
**Commission authority:** Metropolitan Charter § 11.904(c) (The Commission has authority regarding “[t]he establishment of stop sign controls for through streets or isolated intersections.”)

**Recommendation:** Approval of new all-way stop for Goodbar Dr and Kermit Dr.

## Analysis:

This residential four-legged intersection is comprised of a collector street (Goodbar) and a local street (Kermit). Demolition of the Vultee bridge at Murfreesboro Rd and the installation of a new traffic signal at Murfreesboro Rd and Kermit has affected traffic patterns. Field observations suggest more traffic has shifted from Vultee to Kermit to access Murfreesboro Rd.

A crash warrant analysis was performed for the period 10/9/22 to 10/9/25, which showed that there were six or more angle crashes in a 36-month period. Thus, warrant A under the MUTCD is satisfied and NDOT recommends approval of a new all-way stop at Goodbar and Kermit.



**5.2 CD 29:**

Authorization for new stop control for the Creekview Dr neighborhood, requested by NDOT, as follows:

5.2.1 New stop control for the Alison Ct approach of the intersection of Clearwater Dr and Alison Ct;

5.2.2 New stop control for the Desplane Dr approach of the intersection of Desplane Dr and Edge Moor Dr;

5.2.3 New stop control for the Galesburg Ct approach of the intersection of Galesburg Ct and Galesburg Dr;

5.2.4 New stop control for the Galesburg Dr approach of the intersection of Galesburg Dr and Desplane Dr;

5.2.5 New stop control for the Galesburg Dr approach of the intersection of Galesburg Dr and Edge Moor Dr;

5.2.6 Replace existing yield control with new stop control for the Edge Moor Dr approach of the intersection of Edge Moor Dr and Creekview Dr; and

5.2.7 Replace existing yield control with new stop control for the Desplane Dr approach of the intersection of Desplane Dr and Creekview Dr.

**Commission Authority:** Metropolitan Charter § 11.904(c) (The Commission has authority regarding “[t]he establishment of stop sign controls for through streets or isolated intersections.”)

**Recommendation:****Approval of new stop signs as follows:**

**Alison Ct at the intersection of Alison Ct and Clearwater Dr (Item 5.2.1)**

**Desplane Dr at the intersection of Desplane Dr and Edge Moor Dr (Item 5.2.2)**

**Galesburg Ct at the intersection of Galesburg Ct and Galesburg Dr (Item 5.2.3)**

**Galesburg Dr at the intersection of Galesburg Dr and Desplane Dr (Item 5.2.4) and**

**Galesburg Dr at the intersection of Galesburg Dr and Edge Moor Dr (Item 5.2.5).**

**Removal of existing yield signs and approval of new stop signs as follows:**

**Edge Moor Dr at the intersection of Edge Moor Dr and Creekview Dr (Item 5.2.6) and**

**Desplane Dr at the intersection of Desplane Dr and Creekview Dr (Item 5.2.7).**

Analysis:

All these intersections are three-legged intersections with stop control proposed for each stem approach. Because none of these intersections are proposed for multiway stop control, MUTCD warrant analyses for multiway stop control are not applicable. Two intersections have existing yield control on the stem approaches which are recommended for replacement with stop control.

This request arose from traffic calming community meetings in the Creekview / Clearwater neighborhood in council district 29. Neighbors noted irregular traffic control at the above intersections, which may contribute to speeding in the neighborhood.

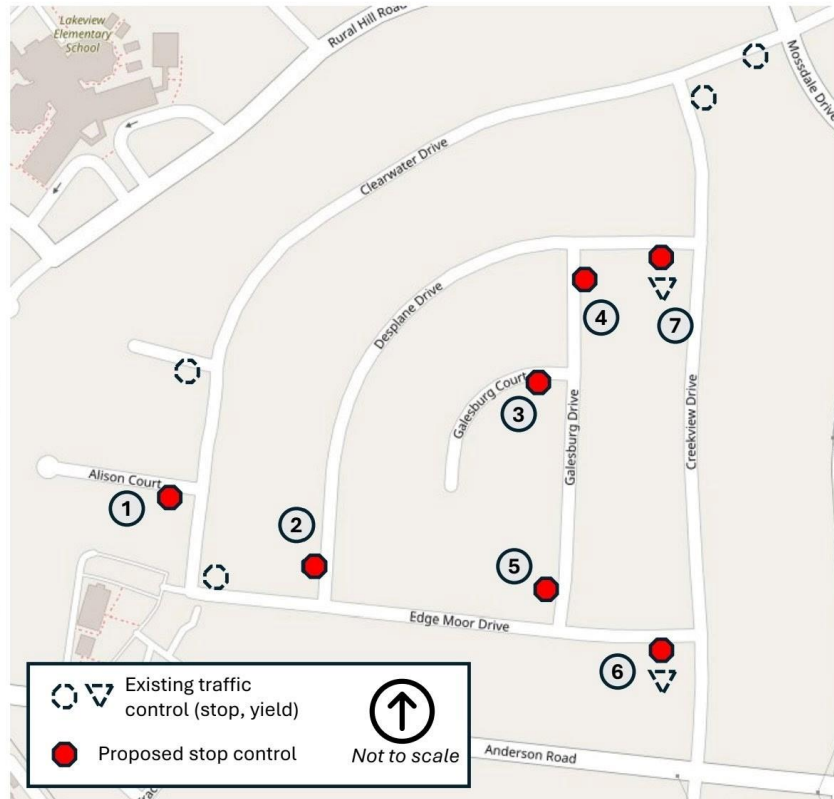
During traffic calming studies, field observations of driver behavior at these locations confirmed the neighbors' concerns about irregular traffic control and speeding. Each location is a three-legged intersection. The locations listed in Items 5.2.1 through 5.2.5 have no traffic control, while the intersections listed in Items 5.2.6 and 5.2.7 have yield control on the stem approaches. NDOT recommends that stop signs be installed at each stem approach for Items 5.2.1 through 5.2.5 and that yield signs be replaced with stop signs for Items 5.2.6 and 5.2.7.



## PROPOSED TRAFFIC CONTROL CHANGES

During the traffic calming process for Creekview Dr (CD 29), neighbors noted irregular traffic control which may contribute to speeding in the neighborhood. Our field inspection confirmed this, noting the presence of yield control and, in some cases, no traffic control at all.

**The following traffic control changes are recommended to be approved by the Metro Traffic and Parking Commission:**



- ① Authorization of new stop control for the Alison Ct approach of the intersection of Clearwater Dr and Alison Ct.
- ② Authorization of new stop control for the Desplane Dr approach of the intersection of Desplane Dr and Edge Moor Dr.
- ③ Authorization of new stop control for the Galesburg Ct approach of the intersection of Galesburg Ct and Galesburg Dr.
- ④ Authorization of new stop control for the Galesburg Dr approach of the intersection of Galesburg Dr and Desplane Dr.
- ⑤ Authorization of new stop control for the Galesburg Dr approach of the intersection of Galesburg Dr and Edge Moor Dr.
- ⑥ Authorization to replace existing yield control with new stop control for the Edge Moor Dr approach of the intersection of Edge Moor Dr and Creekview Dr.
- ⑦ Authorization to replace existing yield control with new stop control for the Desplane Dr approach of the intersection of Desplane Dr and Creekview Dr.



**5.3 CD 19:**

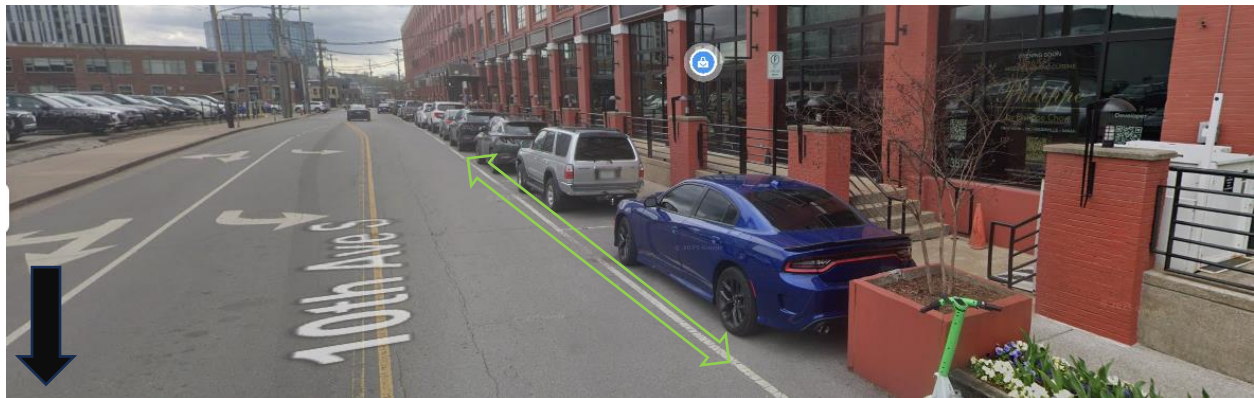
Authorization for new valet lane for three spaces on the west side of 207 10<sup>th</sup> Ave S, effective 5pm—10pm / 7 days, requested by Brookstead Parking Co.

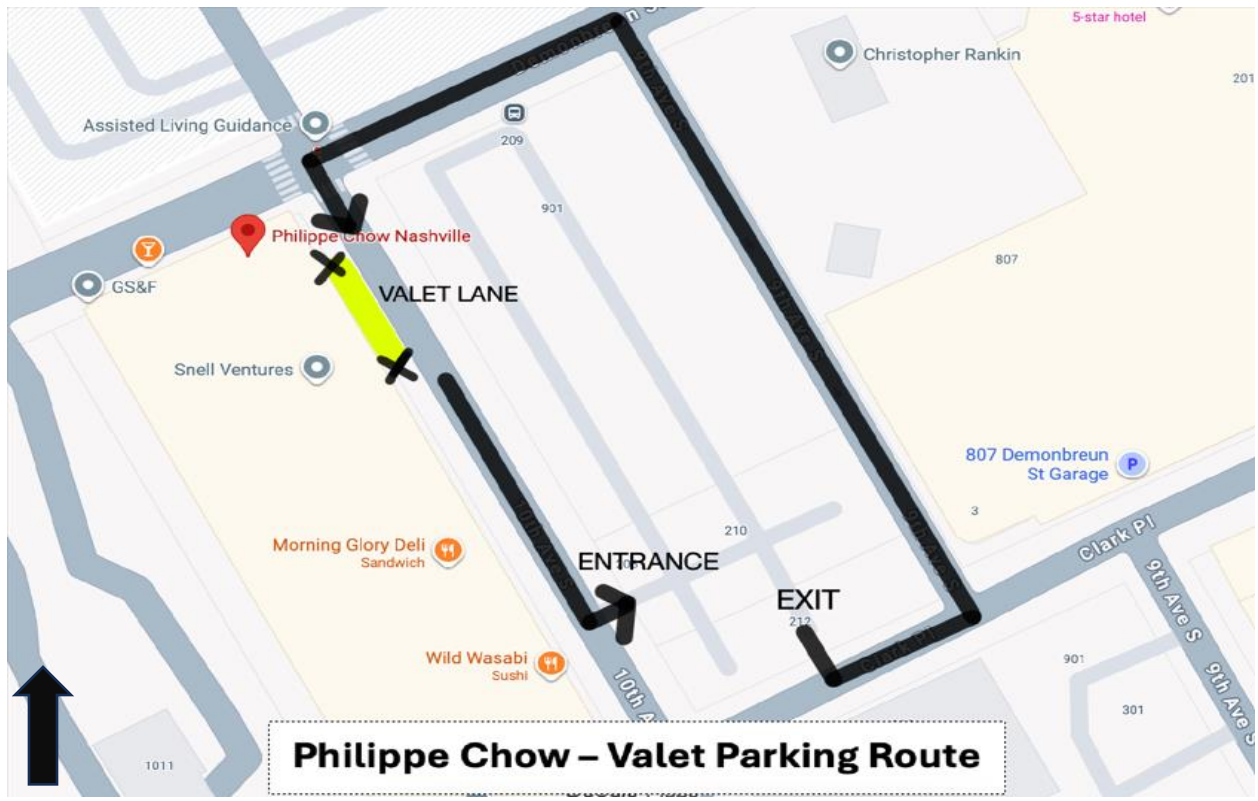
**Commission Authority:** Metropolitan Code of Laws § 12.41.090 (“Valet spaces shall be designated by the commission.”)

**Recommendation:** Approval of new valet parking for three spaces on the west side of 10<sup>th</sup> Ave S, effective 5pm—10pm / 7 days, with existing Pay Parking remaining in effect during all other times.

Analysis:

Brookstead Parking requests approval of valet parking to be co-located in the existing pay parking lane at Cummins Station on 10<sup>th</sup> Ave S. Pay parking would remain in effect during non-valet hours. Brookstead has indicated that vehicles will be stored in a parking lot located across the street from the valet parking.





#### 5.4 CD 19:

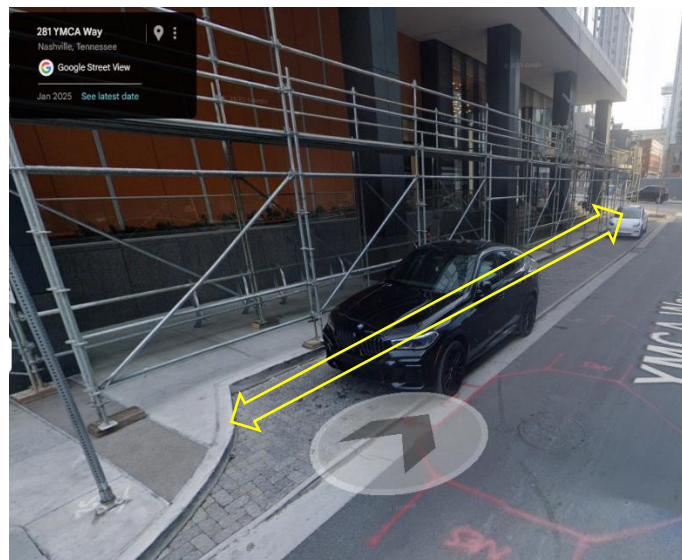
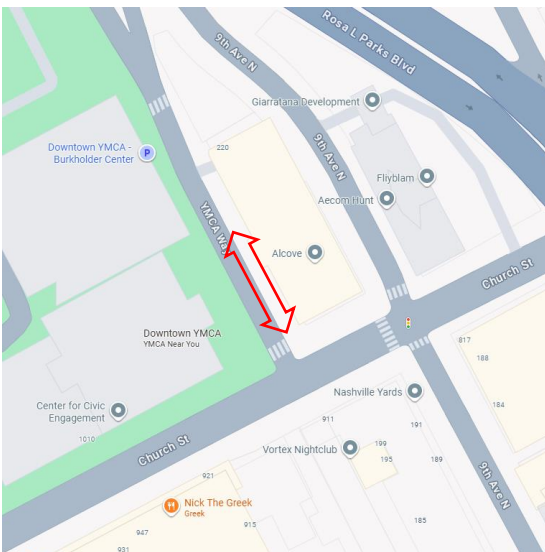
Revocation of existing Valet Lane on the east side of YMCA Way at 900 Church St, with authorization for new Passenger Loading Zone 24/7, requested by valet operator and NDOT.

**Commission authority:** Metropolitan Code of Laws § 12.41.090, (“Valet spaces shall be designated by the commission.”); § 12.48.010 (“The traffic and parking commission may establish passenger and freight loading zones and maintain signs indicating the same and stating the hours during which the provisions of this section are applicable at whatever locations it may determine to be appropriate, as set out in Schedule X.\*”)

**Recommendation:** Revoke valet lane on YMCA Way at 900 Church St and replace with new 24/7 Passenger Loading Zone.

Analysis:

The Alcove, the valet operator, informed NDOT that it plans to discontinue valet service at this location. NDOT requests that the approved valet lane be revoked and replaced with a 24/7 Passenger Loading Zone in the pull-off lane in the public right-of-way. This location is just outside the Connect Downtown study area.





### 5.5 CD 19:

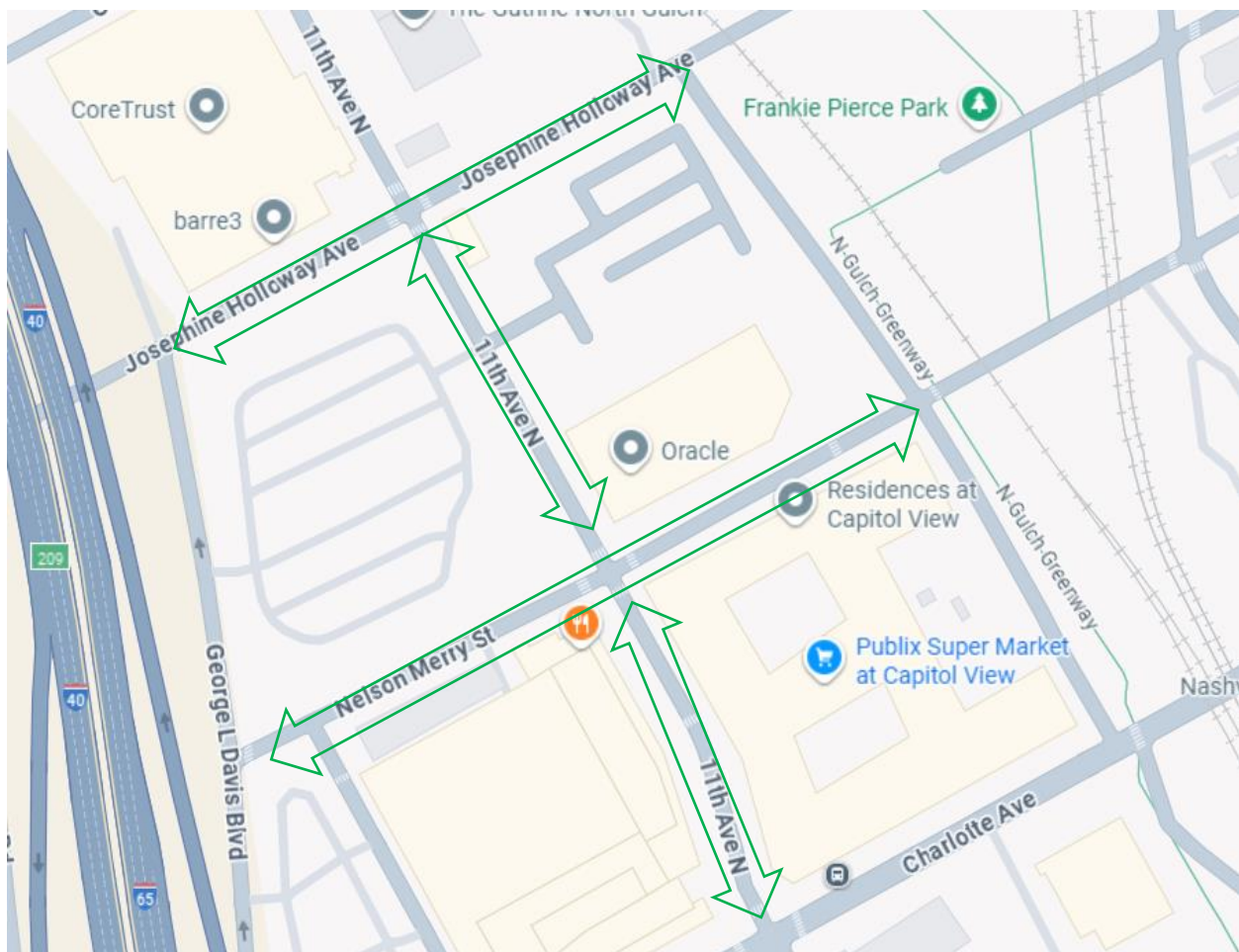
Authorization of new two-hour timed parking, effective 24/7, on 11<sup>th</sup> Ave N between Charlotte Pk and Josephine Holloway Ave, on Josephine Holloway Ave between George L Davis Blvd and the Gulch Greenway, and on Nelson Merry St between George L Davis Blvd and the Gulch Greenway, requested by NDOT and property owners.

**Commission Authority:** Metropolitan Charter § 11.904(a): (The Commission has authority regarding “[t]he location and time when parking shall be limited.”)

**Recommendation:** NDOT requests an indefinite deferral until the Department can study the feasibility of pay parking in this area.

Analysis:

The Capitol View developer wishes to limit parking on these streets to a two-hour maximum 24/7. NDOT is supportive of this effort. For those with longer-term parking needs, there are other options including a nearby surface lot and a garage.



## **Regular Agenda**

### **6.1 CD 19:**

Presentation of Connect Downtown implementation for 2<sup>nd</sup> Avenue North and South Street directional conversion from Union Street to Korean Veterans Boulevard, requested by NDOT.

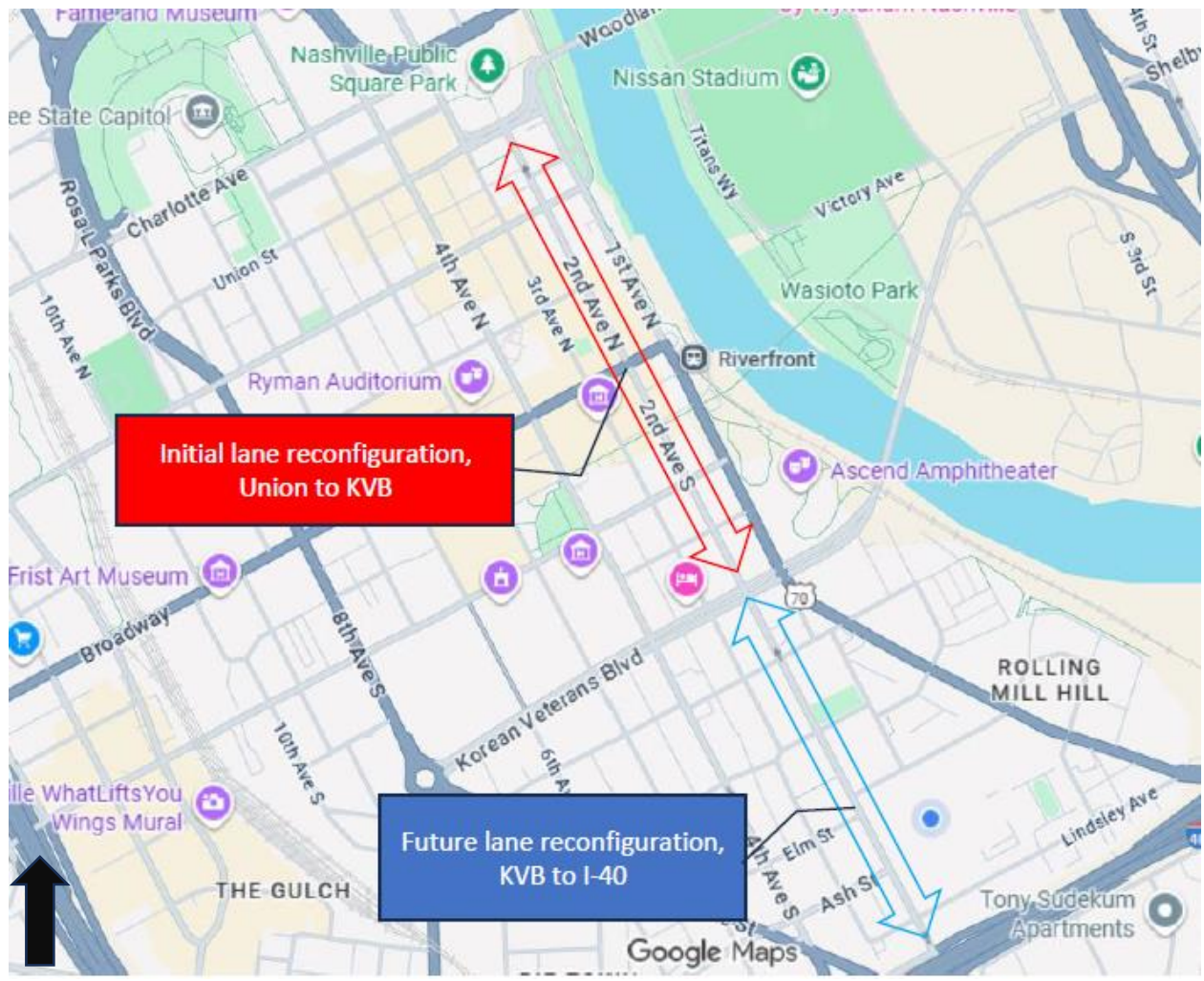
**Commission Authority:** Metropolitan Charter § 11.904(e): (The Commission has authority regarding “[t]he direction in which traffic may use any street or portion of a street.”)

**Recommendation:** N/A.

### **Analysis:**

This is a Connect Downtown project. More information on the Connect Downtown Action Plan is at this URL: <https://www.nashville.gov/departments/transportation/plans-and-programs/connect-downtown>

As a part of the Connect Downtown improvements, 2<sup>nd</sup> Ave will convert from one-way traffic to two-way traffic with the stated goals of improving accessibility and circulation, decreasing necessary turning movements, reducing the occurrences of wrong-way driving, and improving the levels of service for eight intersections. The directional conversion will be done first for Union St to Korean Veterans Blvd and then in the future for KVB to I-40.



## 6.2

Recommendation to Council regarding Metro Council Ordinance BL2025-1072 related to sandwich board signage, requested by Metropolitan Clerk's Office.

**Commission Authority:** Metropolitan Charter § 11.905: “Where a proposed ordinance affects traffic control or the use of streets by traffic and is not accompanied at introduction by a favorable recommendation of the traffic and parking commission, a copy thereof shall be promptly delivered by the metropolitan clerk to the commission and the same shall not be passed on second reading until the recommendation of said commission with respect to the proposal has been received, or thirty (30) days have elapsed without such recommendation. No ordinance which affects traffic control or the use of streets by traffic and which has been disapproved by the commission shall be finally passed or become effective unless it shall have been adopted by a two-thirds ( $\frac{2}{3}$ ) majority of the whole membership of the metropolitan council and also then be approved by the metropolitan mayor with a three-fourths majority of the whole membership of the metropolitan council required to override a veto.”

**Recommendation:** NDOT recommends that the T&P Commission vote to recommend that Metro Council not approve the proposed ordinance. See BL2025-1072, attached hereto.

Analysis:

NDOT finds that the proposed ordinance would have a negative effect on public safety, especially in terms of urban walkability. In 2023, this Commission and downtown stakeholders spent many hours developing new regulations for sidewalk vending, due to the hazards posed by vending stands placed on the sidewalks in the downtown area. This proposed ordinance would set public safety back in regrettable ways. Metro Code section 13.32.100 prohibits “rocks, wood, lumber, abandoned property” and “other obstruction[s]” aside from “legally parked motor vehicles” from remaining on “the public square or any street, public right of way, sidewalk, or alley.” Under section 13.32.105 MNPD, NFD, and NDOT may remove obstructions and impound or dispose of them. Public agencies have an essential role in promoting pedestrian safety, which can be only be furthered by keeping the public sidewalks clear of obstacles and other tripping hazards, including the proposed sandwich boards. Many areas of downtown Nashville have sidewalks that are already insufficiently wide for pedestrian demand. Adding more sandwich boards does not increase pedestrian safety, rather, it reduces safety.

## **Unfinished Business**

<b>7.1</b> Smart Parking overview, requested by T&P Commission.
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**Commission authority:** Metropolitan Charter § 11.904 (The Commission has authority regarding “[t]he location and time when parking shall be limited.”)

**Recommendation:** This is a presentation only. There is no vote on this item.

Analysis:

N/A.



- 7.2 CD17:** Approval of new pay parking spaces in Music Row, requested by NDOT—
- 7.2.1 Chet Atkins Pl from Music Sq E to 19<sup>th</sup> Ave S, for approximately 37 spaces;
  - 7.2.2 18<sup>th</sup> Ave S from Chet Atkins Pl to Grand Ave, for approximately 15 spaces;
  - 7.2.3 Music Sq W from Chet Atkins Pl to Grand Ave, for approximately 14 spaces;
  - 7.2.4 Music Circle N from Music Sq E to Music Circle E, for approximately 30 spaces;
  - 7.2.5 Music Circle S from Music Sq E to Music Circle E, for approximately 20 spaces;
  - 7.2.6 Music Circle E from Music Circle S to Division St, for approximately 37 spaces;
  - 7.2.7 Roy Acuff Pl from Music Sq E to 18<sup>th</sup> Ave S, for approximately 56 spaces; and
  - 7.2.8 Music Circle E from Division St to its terminus, for approximately 30 spaces.

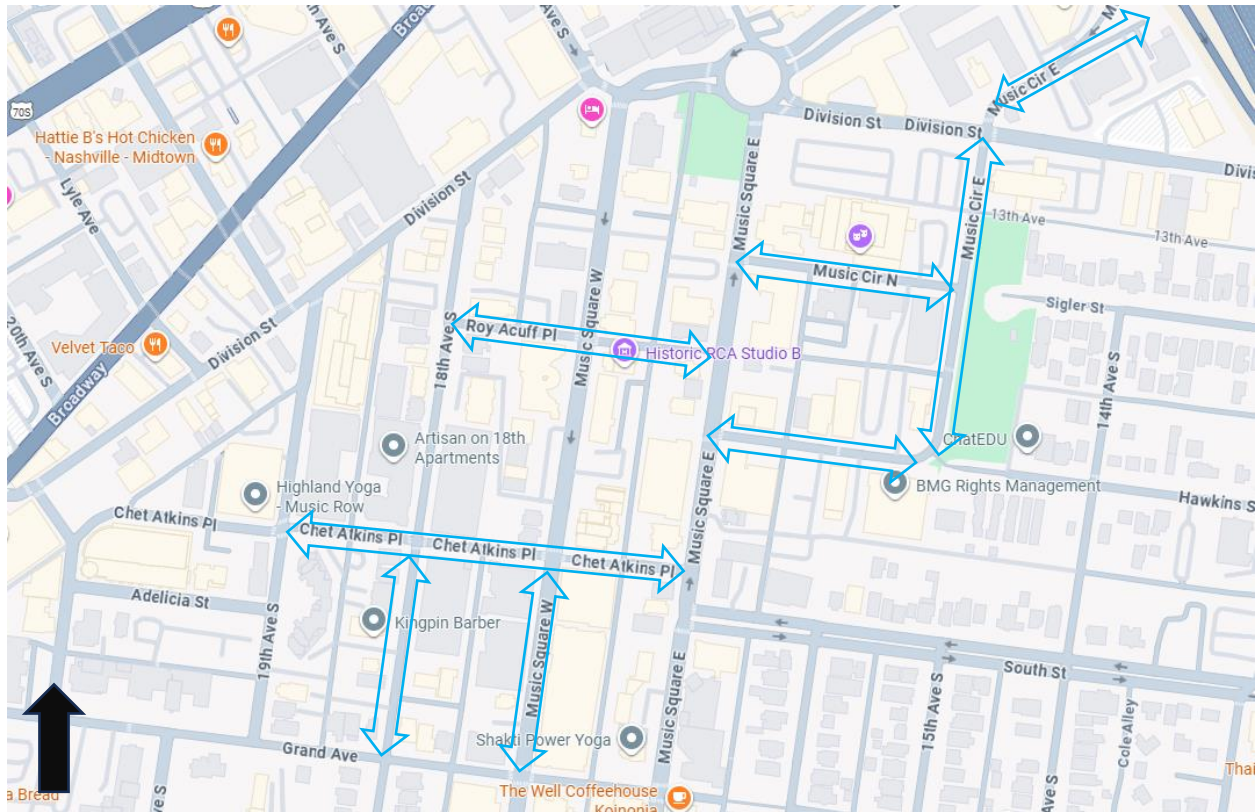
**Commission Authority:** Metropolitan Code of Laws § 12.44.010 (“A. Parking meter zones are established upon those streets or parts described in Schedule VIII\*. B. The department of public works is authorized, subject to the approval of the traffic and parking commission by amendment of Schedule VIII,\* to establish parking meter zones at other locations upon these streets or parts of streets where it is determined upon the basis of an engineering and traffic investigation that the installation of parking meters shall be necessary to aid in the regulation, control and inspection of the parking of vehicles.”)

**Recommendation:** Approval of new Music Row pay parking spaces as described.

Analysis:

This request was deferred from the last meeting. Music Row Circle E was also deferred separately and is added to this list as item 7.2.8.

NDOT requests approval to expand the inventory of on-street pay parking spaces in the Music Row neighborhood. Existing land use is primarily a mixture of commercial, retail, and multifamily residential. Many of these spaces proposed for pay parking are an extension of existing pay parking within this neighborhood.



### 7.3 CD 21

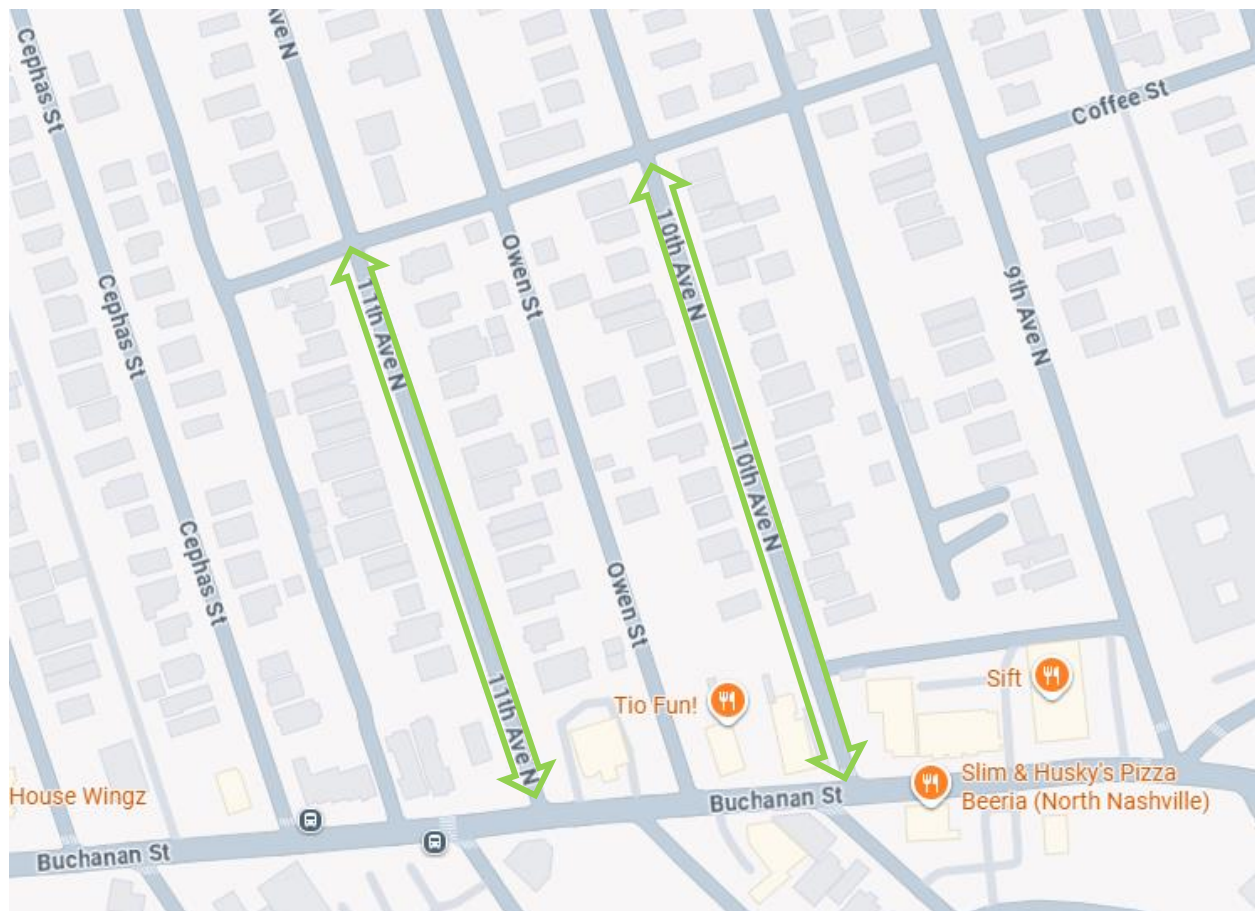
Authorization for new Residential Permit Parking on 10<sup>th</sup> Ave N and 11<sup>th</sup> Ave N between Coffee St and Buchanan St, effective 7PM—7AM / 7 days, requested by CM Taylor.

**Commission Authority:** Metropolitan Code of Laws § 12.42.020 (“The chief traffic engineer is authorized to restrict by order, subject to approval by the traffic and parking commission as hereinafter provided, parking on public streets in a residential area to vehicles bearing a valid parking permit issued pursuant to this article. This authority shall be in addition to, and may be exercised in conjunction with, any other authority the chief traffic engineer may have to regulate the times and conditions of parking.”)

**Recommendation: Indefinite deferral.**

Analysis:

This item was deferred from the October meeting since it did not have the residential petitions required by Metropolitan Code § 12.42.040. As of the time of this report, the petitions are lacking the necessary 75% consensus to proceed with RPP. NDOT requests an indefinite deferral at this time and will reschedule this request when and if the necessary signatures indicate a consensus for Residential Permit Parking.



**7.4** Recommendation to Council regarding Metro Council Ordinance BL2025-956, requested by the Metro Clerk's office.

**7.4.1** Recommendation to Council for proposed substitute ordinance for BL2025-956, requested by NDOT.

**Commission Authority:** Metropolitan Charter § 11.905: “Where a proposed ordinance affects traffic control or the use of streets by traffic and is not accompanied at introduction by a favorable recommendation of the traffic and parking commission, a copy thereof shall be promptly delivered by the metropolitan clerk to the commission and the same shall not be passed on second reading until the recommendation of said commission with respect to the proposal has been received, or thirty (30) days have elapsed without such recommendation. No ordinance which affects traffic control or the use of streets by traffic and which has been disapproved by the commission shall be finally passed or become effective unless it shall have been adopted by a two-thirds ( $\frac{2}{3}$ ) majority of the whole membership of the metropolitan council and also then be approved by the metropolitan mayor with a three-fourths majority of the whole membership of the metropolitan council required to override a veto.”

**Recommendation:** NDOT recommends that the Commission vote to recommend that the Metropolitan Council not approve BL2025-956 and instead approve NDOT's proposed substitute ordinance.

Analysis:

BL2025-956 would amend Chapter 12.40.180 of the Metropolitan Code of Laws and proposes new parking restrictions for trucks. The bill was referred to the T&P Commission by the Metropolitan Clerk's office on September 2, 2025, and was deferred by Metro Council at its October 21 meeting. The text of BL2025-956 was provided to the Commission at its October 20 meeting. At that meeting, the Commission decided to defer consideration of this item to the November meeting.

The purpose of the ordinance is to establish parking restrictions for various truck and large motor vehicles with specific gross vehicle weight (“GVWR”) ratings. NDOT believes that enforcement of this bill would be very difficult because enforcement officers would be unable to distinguish with certainty the GVWR of various vehicles parked on public streets.

NDOT is proposing a substitute ordinance, with a recommendation for approval over BL2025-956.



## **12.40.180 Trucks – Parking, loading and unloading in the public Right of Way**

### **A. Prohibition of Large Vehicles (Class 4+ & Trailers)**

The parking, stopping, or standing of any commercial, oversized, or heavy-duty vehicle (defined as USDOT Classes 4 and higher), is strictly prohibited on the entire public right-of-way at all times unless authorized by a valid NDOT permit. This blanket prohibition includes all box trucks, semi-trailers, tractors, dump trucks, tank trucks, attached or detached trailers, and modified vehicles that exceed the Class 3 standard. Mobile vending units must also comply unless separate policies dictate otherwise. For all prohibited Class 4+ vehicles and Class 3+ trailers, long-term storage is banned, and overnight parking (Civil Twilight to Sunrise) is strictly banned on all public rights-of-way for these vehicles. Temporary parking is permitted only during daylight hours and only while actively providing a service, and the vehicle must be removed immediately upon service completion, or within 30 minutes, whichever is sooner.

ONLY light-duty vehicles (USDOT Classes 1, 2, and 3), such as standard passenger cars and pickup trucks, are permitted to park, including overnight.

### **B. Loading and Unloading Restrictions.**

Loading and unloading operations must prioritize and occur in designated loading zones, alleys, or loading docks. Stopping in the active vehicular traffic lane is a strictly controlled last resort and is subject to the following stringent safety and operational limitations: The operation must not exceed 30 minutes and must be conducted expeditiously, a minimum 12-foot clear width of the adjacent travel lane must remain open for vehicular traffic, the vehicle must be visibly engaged in the immediate loading or unloading process (e.g., lift gate open, doors open, and staff must be visibly handling cargo), the operator must activate warning flashers and immediately deploy visibly placed traffic cones or warning triangles behind the vehicle to alert approaching traffic.

### **C. Enforcement and Penalties.**

The Nashville Department of Transportation (NDOT) and Metropolitan Nashville Police Department (MNPd) are fully authorized to enforce this entire section. Violations are subject to penalties including immediate orders to move, fines, and towing at the owner's expense. Any violation that constitutes an immediate public safety hazard or impedes emergency access (a determination made solely by the enforcing authority) will result in immediate ticketing and towing without notice.



## **New Business**

### **8.1** Report on new valet operator licenses:

Brookstead Parking Company (formerly Volunteer Valet) and Tri-State Parking.

**Commission Authority:** Metropolitan Code of Laws Chapter 12.41 gives the Commission authority over valet service licensure.

This presentation is for informational purposes only. No vote is required.

### **8.2** Election of Traffic & Parking Commission Chair and Vice Chair.

**Commission Authority:** The Metropolitan Charter § 11.105 provides that each board or commission elect a chairman and a vice-chairman to a one-year term. Rule XVI of the T&P Commission's rules requires an annual election in November. In previous years, the Commission votes first for the vice chair, followed by an election for the chair.