



METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

**FREDDIE O'CONNELL
MAYOR**

**NASHVILLE DEPARTMENT OF TRANSPORTATION
AND MULTIMODAL INFRASTRUCTURE**

MEMORANDUM

TO: Metropolitan Traffic and Parking Commission

FROM: J. Andrew Smith, Engineer 2
Nashville Department of Transportation

DATE: February 4, 2026

SUBJECT: February 9, 2026, Traffic and Parking Commission Meeting Staff Analysis

PURPOSE:

This analysis provides 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. The Commission's Metro Legal advisors are: Phylinda Ramsey (phylinda.ramsey@nashville.gov), Erica Haber (erica.haber@nashville.gov), and Ann Mikkelsen (ann.mikkelsen@nashville.gov).

Consent Agenda

5.1 CD 25 and 34: Approval of new traffic signal at Harding Pl and Belmont Park Terrace, requested by NDOT.

Recommendation: Approve new traffic signal at Harding Place and Belmont Park Terrace.

Commission Authority: Metropolitan Charter § 11.904(d):

“For the purpose of making the roads, streets and other public ways safe for pedestrians, motorists and others, and for the purpose of facilitating the flow of traffic thereon, the commission is hereby authorized to adopt and publish traffic regulations, including the erection of proper signs necessarily and properly connected with or incident to the following:

(d) The establishment of traffic signal controls.”

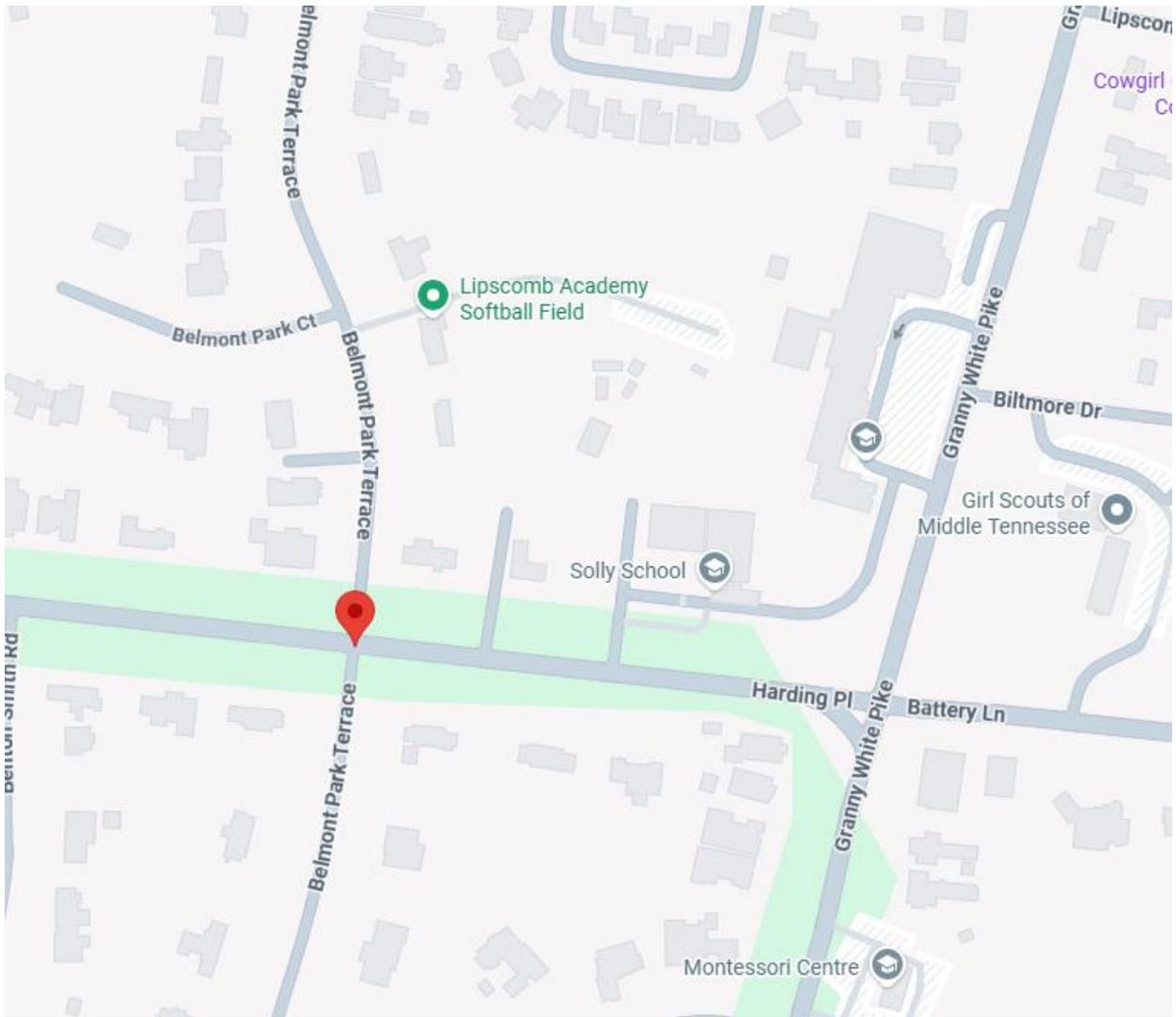
Analysis: The intersection of Harding Place and Belmont Park Terrace is about 1000 feet west of Granny White Pike and Harding Place near the corner of Solly School. Harding Place is a two-lane arterial that runs east and west while Belmont Park Terrace is a two-lane collector street. There is a flashing signal head that flashes yellow on the major street (Harding Place) and red on the minor street (Belmont Park Terrace). Despite these warning efforts, the number of angle crashes remain high, which led NDOT to conduct a traffic study of the intersection.

On 4 May 2025, NDOT received a service request detailing a number of accidents at the intersection of Harding Place and Belmont Park Terrace. A crash query from AASHTOWARE showed that there were 17 crashes over a three-year period with 15 of the crashes being angle related. On 28 May 2025, NDOT analyzed speed data at two locations from 21 May 2025 to 23 May 2025. According to the study, the highest 85th percentile speed from both locations is 42 mph. Given the speed limit is 40 mph, speeding is not an issue at this location.

On 8 July 2025, NDOT performed a signal analysis using Highway Capacity Software (HCS) and vehicular volume data from 22 May 2025. According to the analysis Harding Place and Belmont Part Terrace satisfied four out of the nine MUTCD warrants, namely Warrant 1 (Eight-Hour Vehicle Volume), Warrant 2 (Four-Hour Vehicle Volume), Warrant 3 (Peak Hour), and Warrant 7 (Crash Experience).

Based on the analysis of traffic safety and operational performance at this location, NDOT is recommending approval of a new traffic signal at the intersection of Harding Place and Belmont Park Terrace. This signal is proposed for funding in a future capital budget.





5.2 CD 27 and 30: Approval of new speed limit on Haywood Lane from 40 mph to 35 mph between Nolensville Pk and Apache Trail, requested by NDOT.

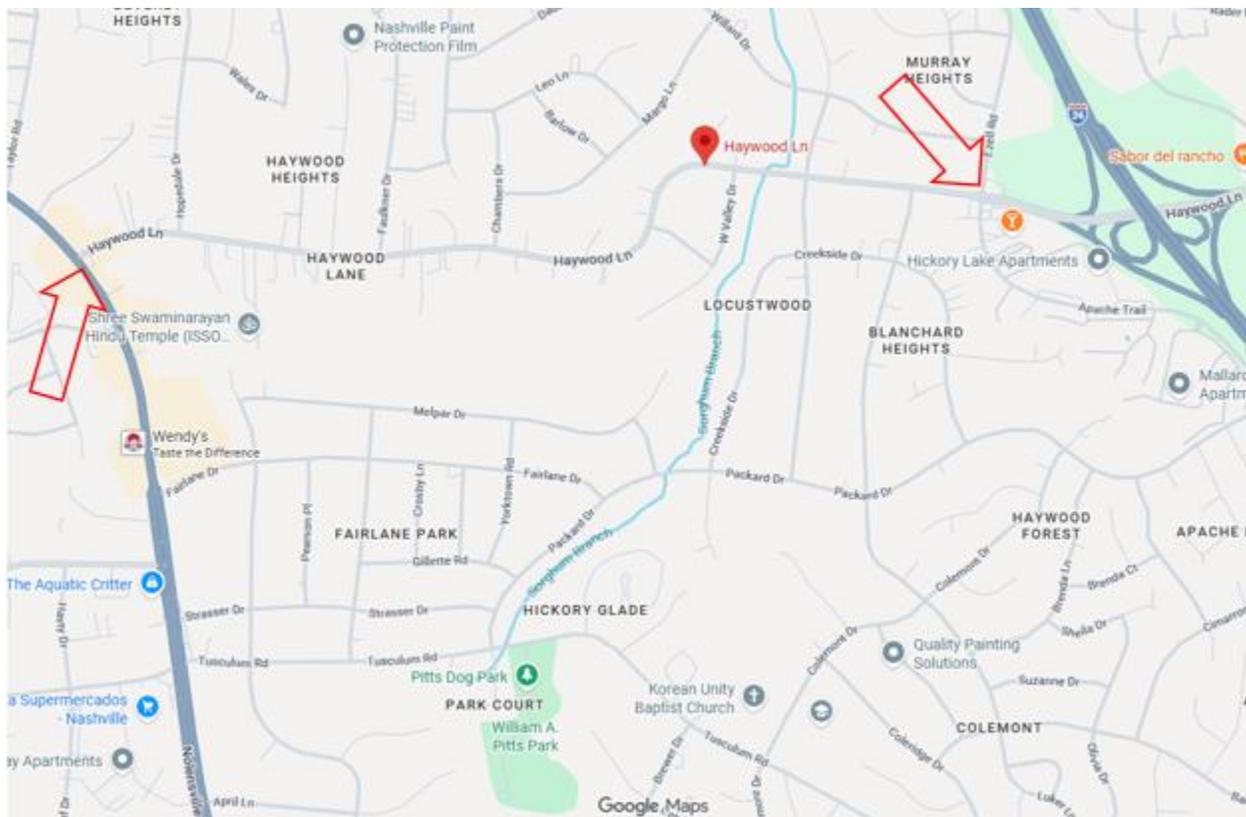
Recommendation: Approval of new 35 mph speed limit on Haywood Lane between Nolensville Pike and Apache Trail.

Commission Authority: Metropolitan Charter § 11.904(g):

“For the purpose of making the roads, streets and other public ways safe for pedestrians, motorists and others, and for the purpose of facilitating the flow of traffic thereon, the commission is hereby authorized to adopt and publish traffic regulations, including the erection of proper signs necessarily and properly connected with or incident to the following:

(g) The establishment of speed zones upon metropolitan streets and roads based upon the findings of the commission. When such zones are properly signposted, the speed indicated on the signs shall be the legal speed limit.”

Analysis:



According to Metro’s Major & Collector Street Plan, this segment of Haywood Lane is a two-lane suburban T3-R-AB3 arterial corridor approximately 1 ½ miles in length with a traffic signal located at Nashville Fire Department Station 6.

The existing speed limit is 40 mph. The analysis shows that the 85th percentile speed is 42 mph, and the 50th percentile speed is 37 mph. For the three-year period studied, there were a total of 127 KABCO crashes reported, with 51 of those total crashes being KABC fatal or injury crashes.

Haywood Lane was analyzed using the National Cooperative Highway Research Program (NCHRP) Project 17-76 speed limit setting tool, considering safety, roadway context, and driver speed choice. The stated purpose of this speed limit setting tool is to provide a transparent, data-driven, and unbiased recommendation for an appropriate speed limit, using data inputs describing speed distribution (85th percentile and 50th percentile speeds, site characteristics (such as roadway geometry and non-motorized activity), and actual crash data.

The NCHRP 17-76 speed limit tool recommends a speed limit reduction from 40 mph to 35 mph based on the analysis, and NDOT recommends that the Commission approve this new speed limit.



The Vision Zero Advisory Committee, in a resolution dated January 22, 2026 requests additional improvements at several locations along the Haywood Lane corridor as well as a 30-mph speed limit that is lower than the 35-mph limit recommended by NCRHP 17-76 engineering evaluation. These will be considered by NDOT as follow-up measures on this and other corridors.

The VZAC resolution is reproduced below.



Vision Zero Advisory Committee Haywood Lane Resolution

January 22, 2026

PURPOSE

In 2025, two pedestrians - Mr. Lha Tun and Mr. James Byrnes - were killed by drivers in fatal crashes on Haywood Lane. This adds to the street's history of fatal crashes, which total at least nine people - in addition to numerous serious injury crashes. Each of these deaths and serious injuries could have been prevented with simple, proven safety interventions. Haywood Lane is a neighborhood street within our city's High Injury Network; it is surrounded by places of worship, homes, and close to multiple elementary schools. It is a street which is frequently used by pedestrians, though the city has neglected pedestrian infrastructure on this road. Immediate action is necessary to preserve human life and prevent serious injury along Haywood Lane.

BODY

WHEREAS the City of Nashville adopted the **Vision Zero Initiative** "for Nashville to act proactively to end traffic crashes before they occur";

WHEREAS Haywood Lane is identified as part of Nashville's High Injury Network, indicating a disproportionate number of severe and fatal crashes;

WHEREAS Haywood Lane's current design contributed to the deaths of two pedestrians and increase in serious injuries in 2025, deaths that were preventable through proven safety interventions;

WHEREAS people walking along and across Haywood Lane must navigate long crossing distances, inadequate lighting, high vehicle speeds, and insufficient pedestrian infrastructure;

WHEREAS other urban arterials in Nashville have reduced posted speed limits to 30 mph in alignment with Vision Zero principles and best practices for reducing crash severity;

WHEREAS the intersections of **Faulkner Drive** and **Chambers Drive** each met or exceeded the MUTCD crash-experience thresholds for installation of all-way stop control

for one or more 12-month periods, defined in **MUTCD Section 2B.13 (All-Way Stop Control Warrant A: Crash Experience)**¹;

WHEREAS the intersection of **Hopedale Dr** meets the **MUTCD Warrant 7 (Crash Experience)**² threshold for signalization, having recorded 10 correctable angle crashes within a 3-year period, a frequency exacerbated by a **7% vertical grade** that limits Intersection Sight Distance (ISD) below AASHTO safety standards;

WHEREAS it is the opinion of the Vision Zero Advisory Committee that intersection warning sign (NMC National Marker TM612DG) placed in 2024 is not an adequate engineering intervention for the Hopedale Dr intersection.

Now, therefore, be it resolved that the Vision Zero Advisory Committee recommends the following safety improvements on Haywood Lane:

Reduce the posted speed limit on Haywood Lane from Antioch Pike to Nolensville Pike to **30 mph**;

Improve lighting conditions along Haywood Lane, including updating existing streetlights to LED fixtures ahead of NES contractors retrofitting schedule and incorporating pedestrian-scale lighting;

Install **ADA-compliant curb ramps and marked crosswalks** across Nolensville Pike and Haywood Lane;

Install **ADA-compliant curb ramps and marked crosswalks** across Haywood Lane at Apache Trail-Ezell Road and Faulkner Drive;

Install **High-Intensity Activated Crosswalks (HAWK)** at Apache Trail-Ezell Road, Faulkner Dr, and any other appropriate place on the corridor;

Conduct a **comprehensive engineering analysis** of the intersection at Hopedale Drive as it pertains to warranting a signalized intersection due to the crash history and geometric

¹ Faulkner Dr met the above requirements twice:

- Jan 28, 2019 - Dec 15, 2019
 - MNPD #: 20190072952, 20190091768, 20190102416, 20190358488, and 20190896850)
- Feb 20, 2022 - Nov 6, 2022
 - MNPD #: 20220079014, 20220084394, 20220386770, 20220386813, and 20220560430)

Chambers Dr met the above requirements:

- Jun 21, 2019 - Apr 1, 2020
 - MNPD#: 20190470781, 20190638753, 20200028853, 20200138373, and 20200231069

² MNPD#: 20200600803, 20200570216, 20210259973, 20210307621, 20210311711, 20210443736, 20220359734, 20220390298, 20220574463, & 20230284849

deficiency (7% grade and limited sight distances), including integration with the emergency vehicle response light present at NFD Station 6;

Implement **additional traffic-calming measures as appropriate**, including curb extensions, vertical measures to reduce the turning radii of intersecting streets, and other design treatments proven to reduce vehicle speeds;

Prioritize these improvements for **near-term implementation** and include them in the City's capital improvement and Vision Zero work plans; and

Direct relevant departments to coordinate with community members, transit riders, and people with disabilities to **ensure these improvements meaningfully increase safety and accessibility for all users of Haywood Lane.**

Finally, be it further resolved that the Vision Zero Advisory Committee urges NDOT to recommend a 30 miles per hour speed limit to the Traffic and Parking Commission, based on evidence that lower vehicle speeds substantially reduce the likelihood of life threatening and fatal injuries to all road users.

5.3 CD 18: Approval of new Residential Permit Parking areas, effective 24/7, for Paris Ave from 10th Ave S to 12th Ave S and Halcyon Ave, from 11th Ave S to 10th Ave S, requested by CM Cash.

Recommendation: Approval of new 24/7 Residential Permit Parking for Paris Ave between 10th Ave S and 12th Ave S and for Halcyon Ave between 10th Ave S and 11th Ave S.

Commission Authority: Metropolitan Charter § 11.904(a):

“For the purpose of making the roads, streets and other public ways safe for pedestrians, motorists and others, and for the purpose of facilitating the flow of traffic thereon, the commission is hereby authorized to adopt and publish traffic regulations, including the erection of proper signs necessarily and properly connected with or incident to the following:

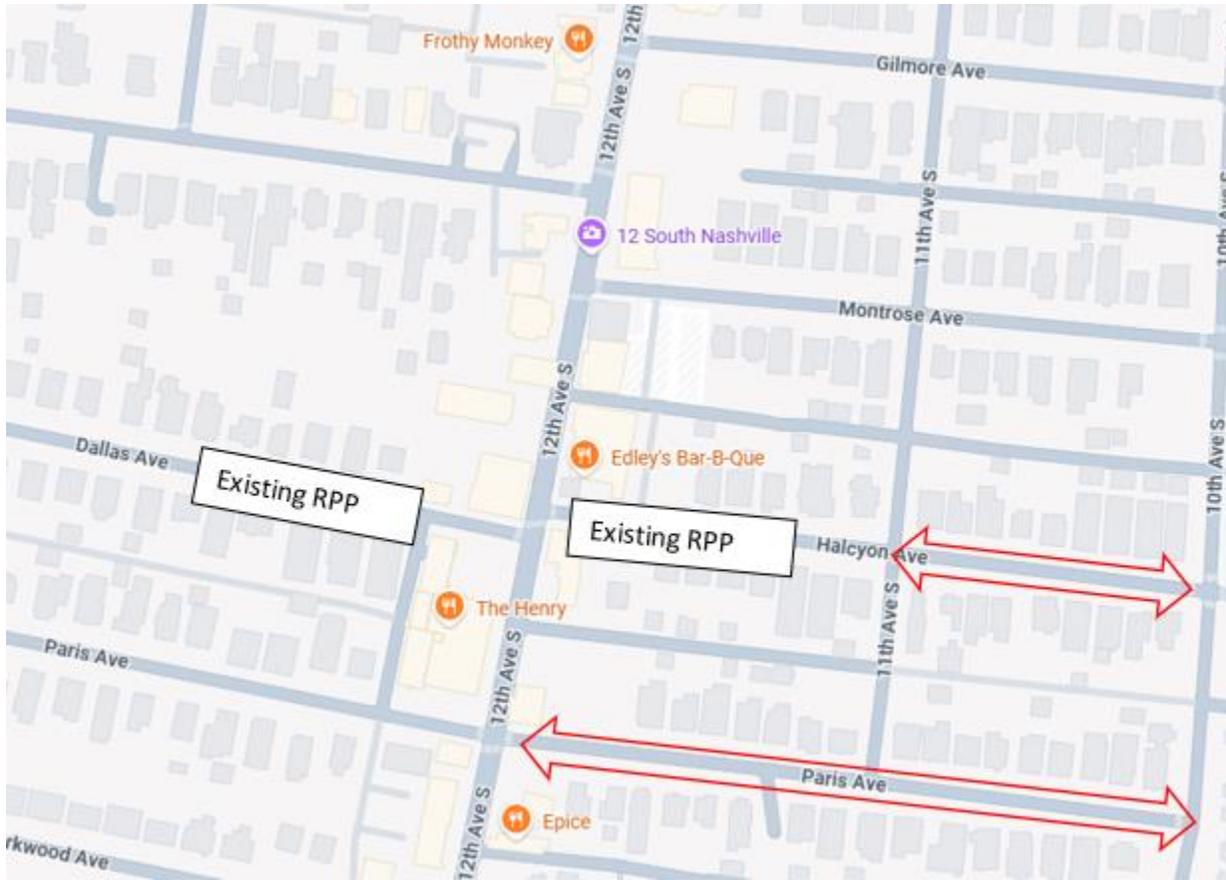
(a) The location and time when parking shall be limited.”

Metropolitan Code of Laws § 12.42.20:

“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.”

Analysis: CM Cash, on behalf of residents of Halcyon Ave and Paris Ave, submitted signed petitions in support of new 24/7 Residential Permit Parking. Halcyon was previously established for RPP from 12th Ave S to 11th Ave S, and this request would extend the RPP to 10th Ave S. The petitions request effective times for 24/7 with no exemptions for non-permit vehicles. These streets meet eligibility requirements in MCL § 12.42.30. NDOT supports CM Cash’s request and the neighbors’ request for RPP for Halcyon and Paris.





5.4 CD 17: Approval of new passenger loading zone, 15-minute time limit effective 10 AM to Midnight / 7 days not exceeding 200 ft in length on the north side of Enos Reed Dr and west of Fessler Lane, requested via Hub Nashville.

Recommendation: Approval of new passenger loading zone, not exceeding 200 ft in length, on the north side of Enos Reed Dr and west of Fessler Lane, with a 15-minute time limit and effective 10AM to Midnight seven days per week.

Commission Authority: Metropolitan Charter § 11.904(a):

“For the purpose of making the roads, streets and other public ways safe for pedestrians, motorists and others, and for the purpose of facilitating the flow of traffic thereon, the commission is hereby authorized to adopt and publish traffic regulations, including the erection of proper signs necessarily and properly connected with or incident to the following:

(a) The location and time when parking shall be limited.”

Metropolitan Code of Laws § 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.*”

Analysis: Enos Reed Dr is a two-lane nonresidential street in a light industrial neighborhood. Tractor-trailers and towed entertainment vehicles share the road with passenger vehicles. There are no sidewalks present. The pavement width measured 38 ft +/-.

An entertainment vehicle business has a client base that arrives and departs almost exclusively via rideshare vehicles. The entrance to the business is on Enos Reed, but some pedestrians are dropped off or picked up on Fessler Lane, which is unsuitable for passenger loading due to higher vehicle speeds and larger traffic volumes. Therefore, a request was made via Hub Nashville for a designated passenger loading zone on Enos Reed Dr. NDOT supports a passenger loading zone at this location with hours that support business operations and more safely accommodating pedestrian pickups and drop-offs.

With the approval of this passenger loading zone, NDOT will include installation of new No Parking signage on Fessler Lane. No loading of entertainment vehicles will be authorized on Enos Reed. Guests currently load and unload on the business premises and not in the public right-of-way, and this will not change.



5.5 CD 19: Approval to reconfigure parking zones on Taylor St as follows, requested by Historic Germantown Neighborhood Association via Hub Nashville.

- add new No Parking restrictions on the south side of Taylor St between 5th Ave N and 7th Ave N;
- remove existing No Parking restrictions on the north side of Taylor St between 5th Ave N and 7th Ave N;
- add new No Parking restrictions on both sides of Taylor St between 7th Ave N and Rosa Parks Blvd.

Recommendation: Approval of No Parking restrictions on the south side of Taylor St from 5th Ave N to 7th Ave N, removal of existing No Parking restrictions on the north side of Taylor St from 5th Ave N to 7th Ave N, and approval of new No Parking restrictions on both sides of Taylor St from Rosa Parks Blvd to 7th Ave N.

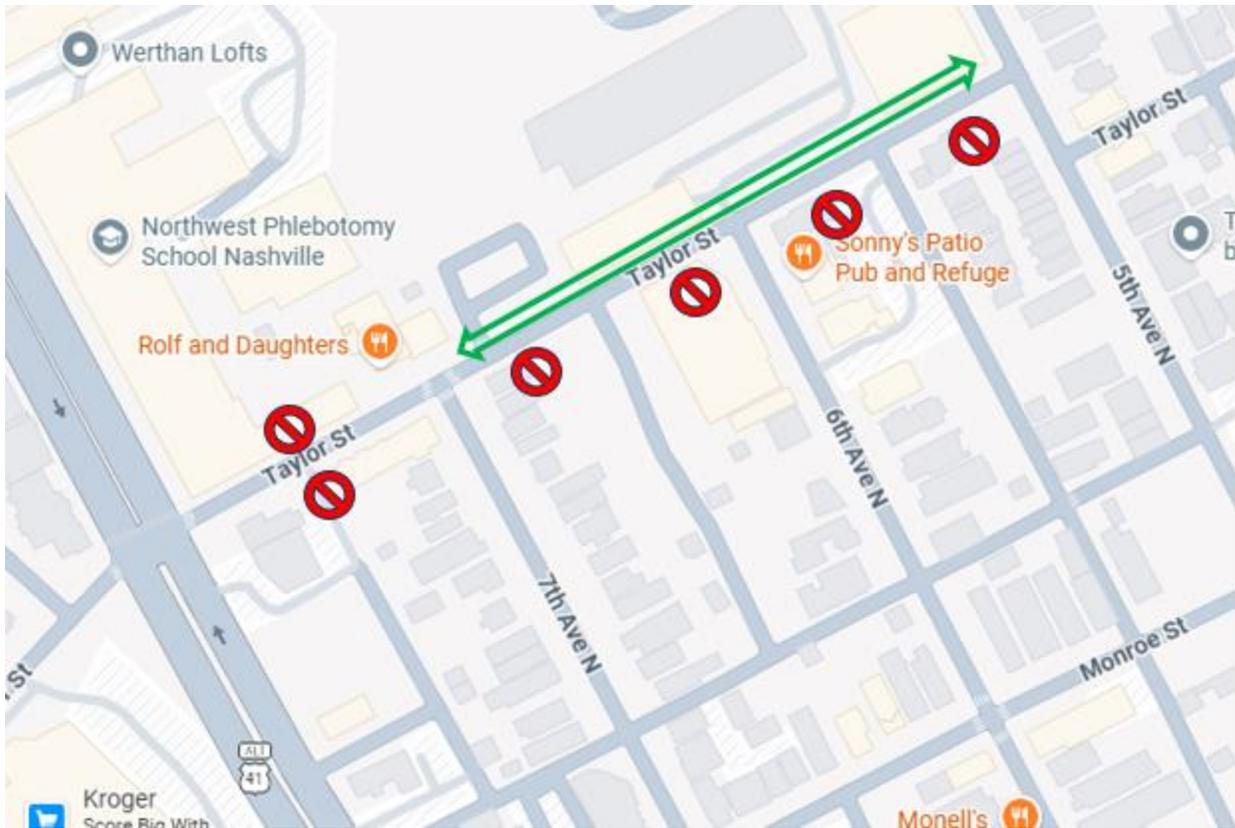
Commission Authority: Metropolitan Charter § 11.904(b):

“For the purpose of making the roads, streets and other public ways safe for pedestrians, motorists and others, and for the purpose of facilitating the flow of traffic thereon, the commission is hereby authorized to adopt and publish traffic regulations, including the erection of proper signs necessarily and properly connected with or incident to the following:

(b) Places where parking shall be prohibited entirely or only during certain hours.

Analysis: The Historic Germantown Neighborhood Association wishes to flip the parking on Taylor St from the south side to the north side where there are few alley connections. Intersections have tight turning radii and moving parked vehicles from the south curb to the north will benefit pedestrian and motorist safety. The segment of Taylor St between Rosa Parks Blvd and 7th Ave N has turning lanes with queues that do not support on-street parking.





5.6 CD 19: Approval of new 24/7 passenger loading zone for up to 9 total spaces on both sides of Rep John Lewis Way S between Division St and Lafayette St, requested by NDOT.

Recommendation: Approval of new 24/7 passenger loading zone on both sides of Rep John Lewis Way from Division St to Lafayette St.

Commission Authority: Metropolitan Charter § 11.904(a):

“For the purpose of making the roads, streets and other public ways safe for pedestrians, motorists and others, and for the purpose of facilitating the flow of traffic thereon, the commission is hereby authorized to adopt and publish traffic regulations, including the erection of proper signs necessarily and properly connected with or incident to the following:

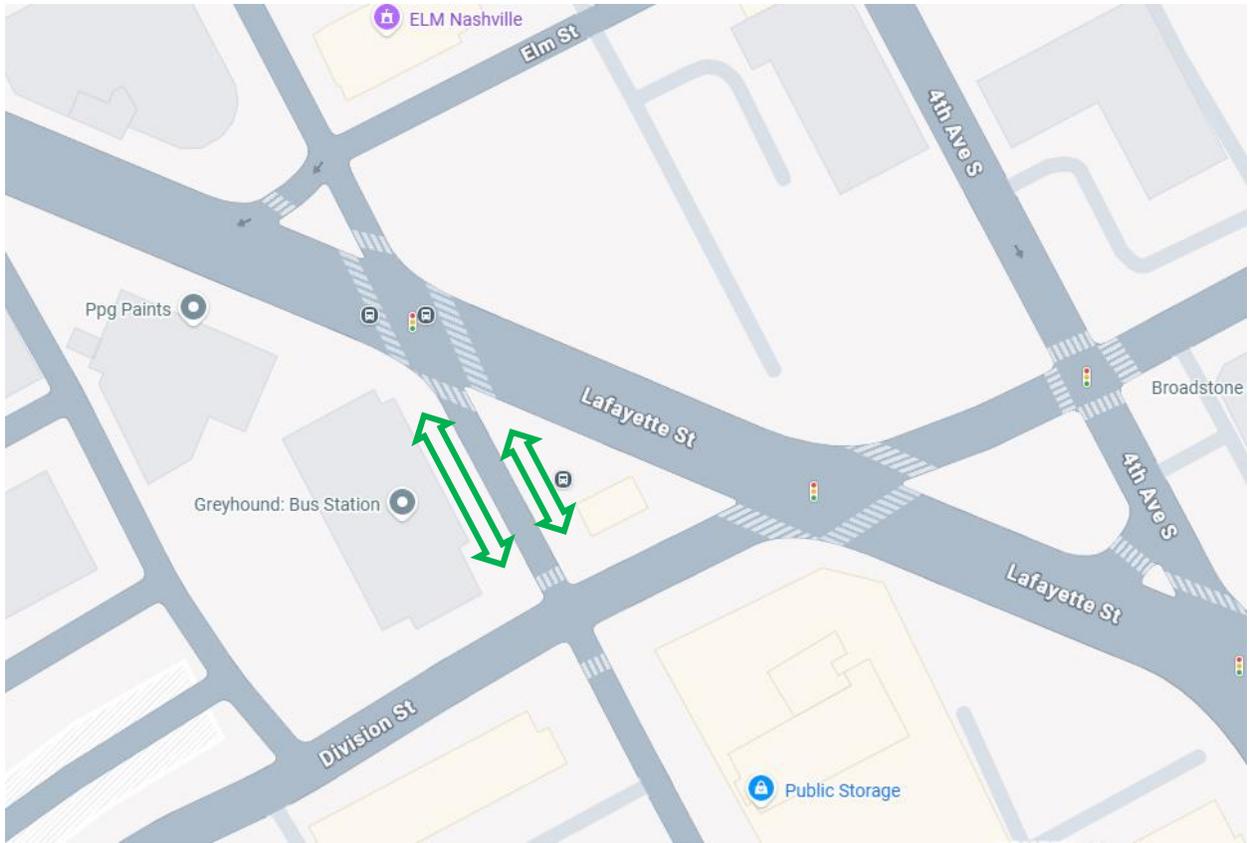
(b) The location and time when parking shall be limited.”

Metropolitan Code of Laws § 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.*”

Analysis: This location on Rep John Lewis way has nine marked parking spaces currently used for free parking. Located between a bus terminal and a market, this area was a hotspot of certain activities in 2025 that require MNPd response. MNPd approached NDOT for assistance, and NDOT is recommending that these spaces become short-duration passenger loading zones to discourage lingering nuisance activities and promote more frequent turnover of the spaces.





Regular Agenda

6.1 Recommendation to Council regarding Metro Council Ordinance BL206-1255 related to sandwich board signage, requested by Metropolitan Clerk's Office.

Recommendation: Favorable recommendation to Metro Council for only the unamended proposed ordinance.

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.”

Analysis: The proposed ordinance was a late addition to the February agenda. The text of the ordinance is provided separately.

The proposed ordinance from last year was withdrawn and is substantially different from the prior text. The new proposal creates a permit requirement within Chapter 13.08 of the Code, similar to sidewalk vending, for placement of sandwich boards in the public ROW. The proposed ordinance text limits sandwich boards with location restrictions similar (but not identical) to sidewalk vending restrictions as detailed in proposed section 13.08.045(D)(5).

Prohibited areas. No sandwich board permit may be issued for locations in the area (i) between Union Street and Korean Veterans Boulevard, spanning from the Cumberland River to 8th Avenue, or (ii) Symphony Place between Third Avenue South and Fourth Avenue South, or (iii) the John Seigenthaler Pedestrian Street Bridge.

If the proposed ordinance is amended to remove or reduce these prohibited areas, then NDOT would not be in favor of passage.



Unfinished Business

7.1 CD 19: Revocation of abandoned valet lane on the west side of 601 12th Ave S, and approval of new loading zone effective 24/7, requested by NDOT.

Recommendation: Cancel valet parking lane at 601 12th Ave S and approve new 24/7 loading zone at this location.

Commission Authority: Metropolitan Code of Laws § 12.41.040(C)(1):

“C. Cancellation. A valet parking permit may be canceled by the commission under the following circumstances:

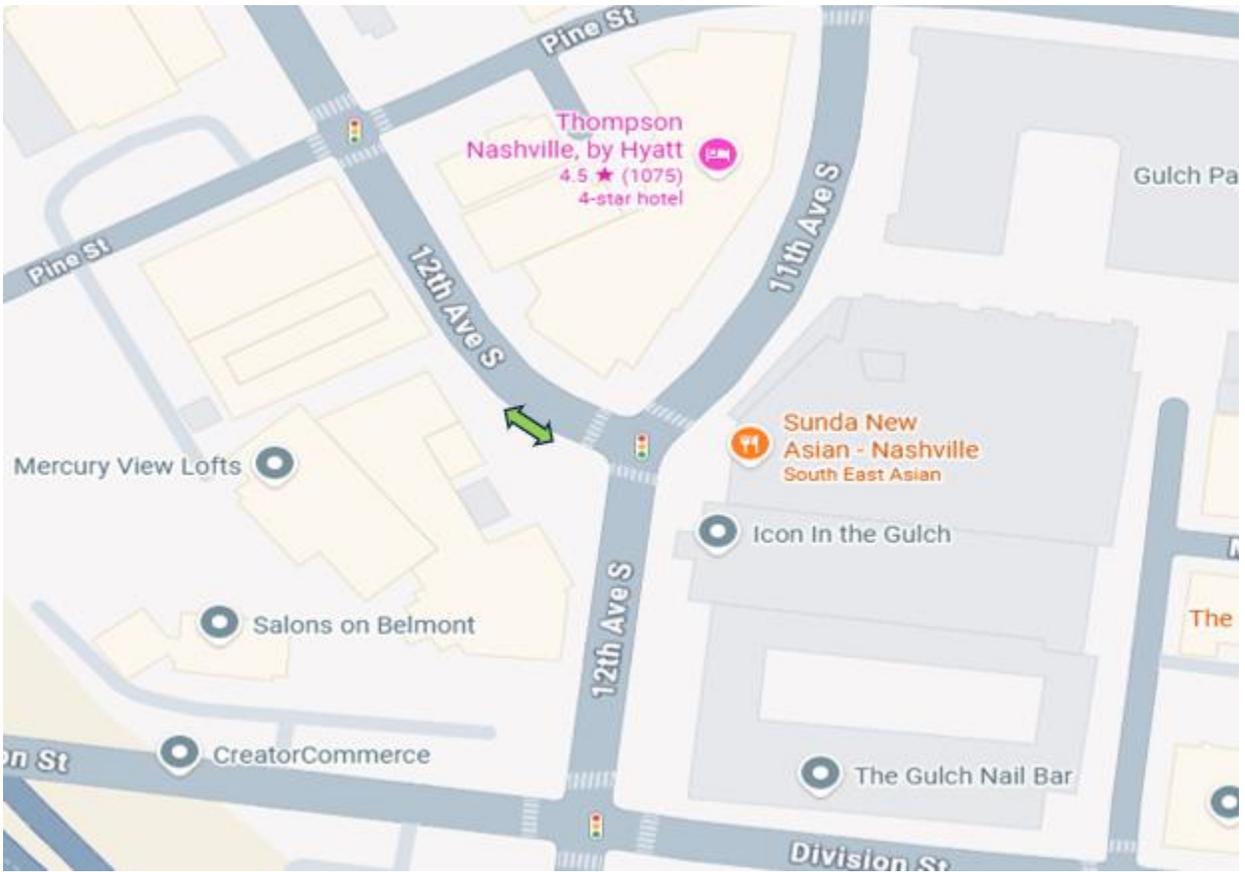
1. The commission determines that parking spaces permitted for valet parking are no longer being used for the purpose of valet parking or are otherwise abandoned. Valet parking spaces are considered abandoned if they are not utilized for valet parking for a continuous period of thirty days;”

Metropolitan Code of Laws § 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.*”

Analysis: The Sambuca restaurant at this location had an approved valet lane in the parking pull-off near the southwest corner of 12th Ave S and 11th Ave S in the Gulch. This restaurant is permanently closed. The valet permit has not been renewed and has been abandoned. NDOT requests cancelation of this valet lane, and approval of a new loading zone at this location.

MCL § 12.48.080(E) states that valet parking permits may not be transferred. When and if the adjacent commercial properties are re-leased to new tenants, and a new application for a valet permit is submitted, NDOT will present the request for a valet lane to the Commission for a new approval for this location.



New Business

8.1 Update on Middleton St and Lindsley Ave parking.

This status update is a non-voting item.

