



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: March 5, 2026

SUBJECT: March 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 35: Approval of mandatory referral 2026M-001AB-001 to abandon approximately 1,161 ft of a remnant of Newsom Station Rd between Newsom Station Rd and I-40, requested by Branstetter Legacy Partners.

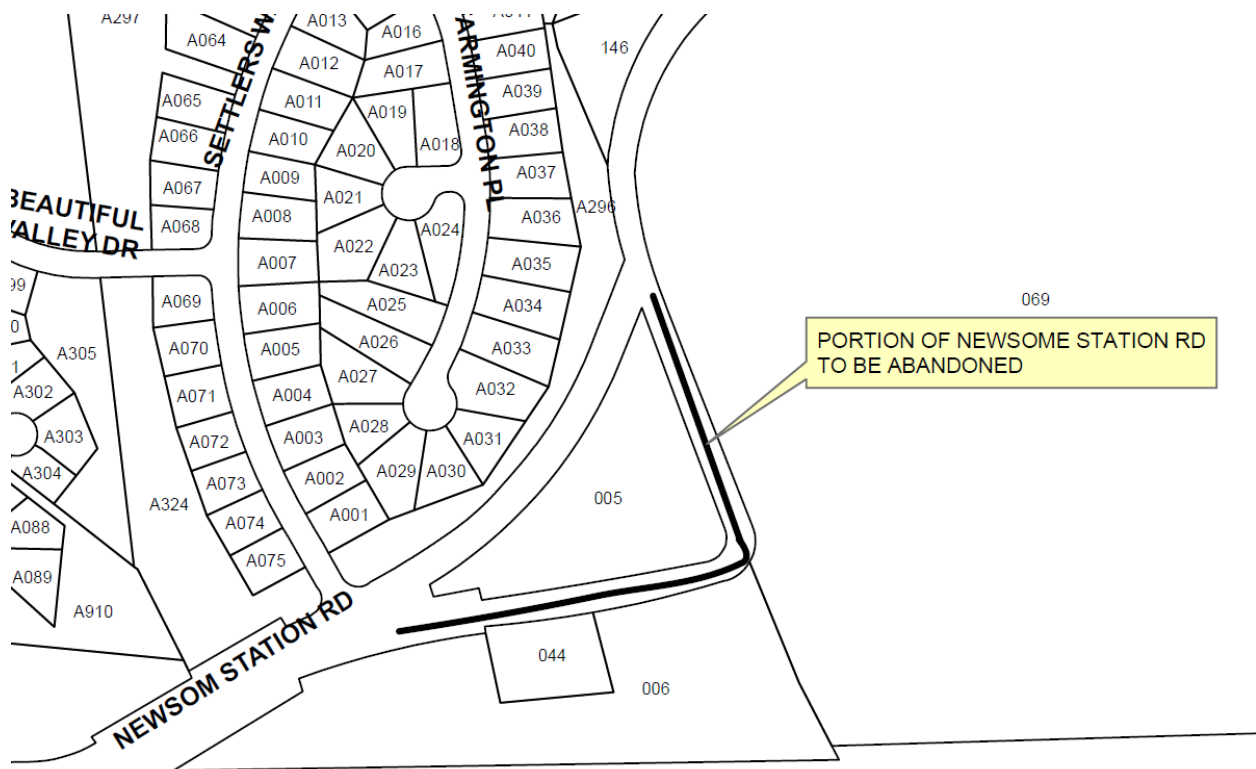
Recommendation: Approval of mandatory referral 2026M-001AB-001.

Commission Authority: Sec. 11.905. - Commission's review of proposed ordinances.

“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 (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: This mandatory referral proposes to abandon approximately 1,162 ft of Newsom Station Rd between Newsom Station Rd and I-40, with the easements retained. This segment of Newsom Station Rd was re-routed as part of the Boone Trace subdivision development and the old road segment is no longer maintained by Metro. This public right-of-way has recently become a nuisance location where trash, abandoned vehicles, furniture, and construction debris are frequently dumped. Branstetter Legacy Partners LLC owns both sides of the ROW and has committed to maintaining a perpetual access easement to the existing cemetery.



Consent agenda 5.1—Newsom Station Rd mandatory referral



5.2 CD 17: Approval of mandatory referral 2026M-002AB-001 to abandon a portion of Alley #2076, Alley #2077, Alley #2078, and Stanley St rights of way, requested by Andrew Reed.

- Alley 2706 from Alley 2075 to Alley 2077
- Alley 2707 from Stanley St to Alley 2078
- Alley 2078 from Alley 2077 to Alley 2075
- Stanley St from Nance Ln to Alley 2077

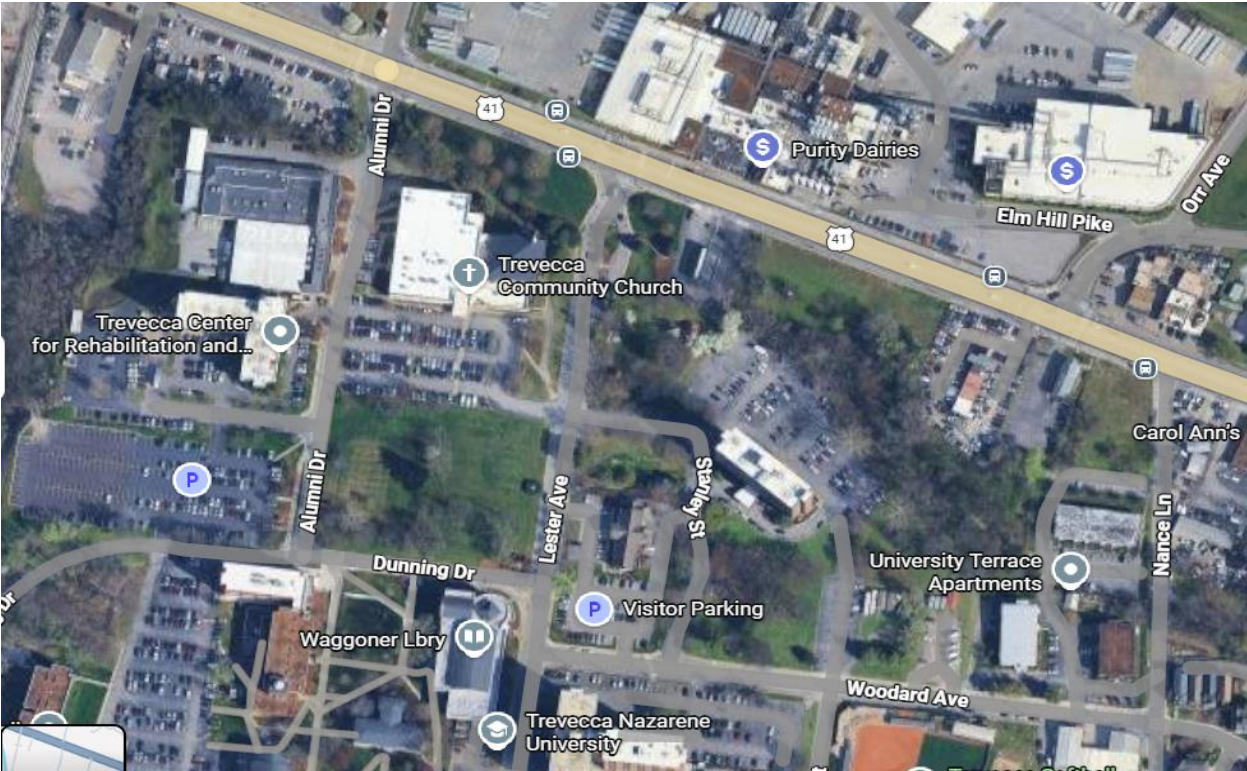
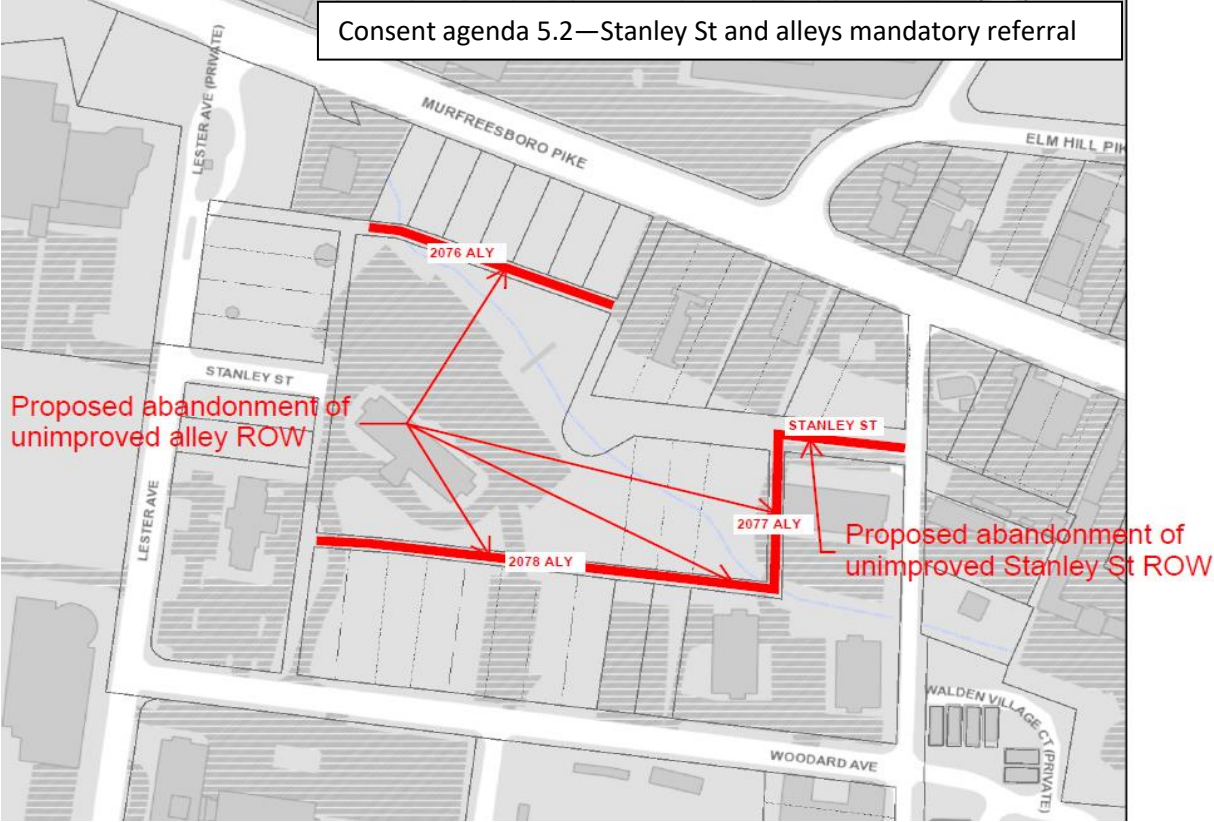
Recommendation: Approval of mandatory referral 2026M-002AB-001.

Commission Authority: Sec. 11.905. - Commission's review of proposed ordinances.

“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: This mandatory referral proposes to abandon certain unimproved alleys and an unimproved segment of Stanley St due to significant topographical constraints and hydrological impacts that would render future roadway connections infeasible. The portion of Stanley St proposed for abandonment will allow for continuous building development along Nance Lane. The existing stream within and adjacent to alley #2076 is to be restored and enhanced as per an agreement with the property owners. The remaining stub of Stanley St and the unnamed alley connecting Stanley St to Murfreesboro Pk will be retained, as will all utility easements.

Consent agenda 5.2—Stanley St and alleys mandatory referral



Regular Agenda

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

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

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.”

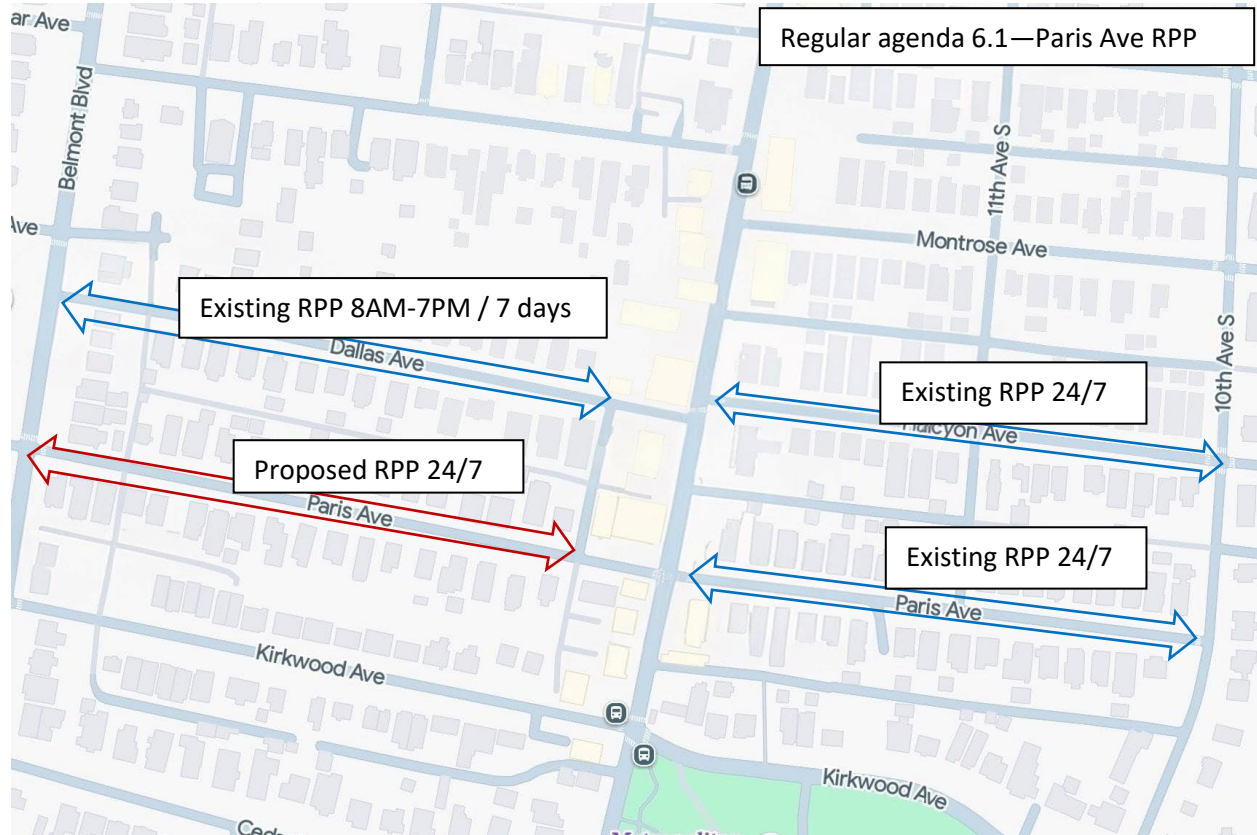
Analysis: CM Cash, on behalf of residents of Paris Ave, submitted a signed third petition in support of new 24/7 Residential Permit Parking. The adjacent segment of Paris Ave as well as Halcyon Ave were previously approved for RPP on the eastern side of 12th Ave S. This request is for Paris Ave on the western side of 12th Ave S. The petitions request effective times for 24/7 with no exemptions for non-permit vehicles. Paris Ave meets the eligibility requirements in MCL § 12.42.30.

12.42.030 - Residential permit parking areas—Eligibility requirements.

In determining whether an area identified as eligible for residential permit parking shall be designated as a residential permit parking area, the chief traffic engineer shall take into consideration the following factors:

- A. The extent of the desire and need of the residents for residential permit parking and their willingness to bear the administrative costs in connection therewith;
- B. Proximity of the neighborhood to major "parking attractors" including employments centers, retail stores, restaurants, universities, hospitals, and tourist attractions;
- C. Scarcity of convenient off-street parking for residents;
- D. The extent to which motor vehicles registered to persons residing in the residential area cannot be accommodated by the number of available off-street parking spaces;
- E. Substantial use of neighborhood curb space by commuters and other nonresidents for parking;
- F. Traffic, noise and safety problems caused by vehicles cruising for parking.

The traffic stressors on this segment of Paris Ave are identical to those on the other segments of Paris Ave as well as Halcyon Ave and Dallas Ave. NDOT supports CM Cash's request and the neighbors' request for RPP for Paris Ave, consistent with those similar prior approvals. At this time, there are no applications for RPP from residents on Montrose Ave or from Kirkwood Ave, but it's possible that those residents may petition establishment of RPP in the near future.



6.2 CD 25: Approval of 4-way yield control for the intersection of Battlefield Dr and Granny White Pk for installation of a new tactical urbanism roundabout, requested by NDOT and the Battlemont Neighborhood Association.

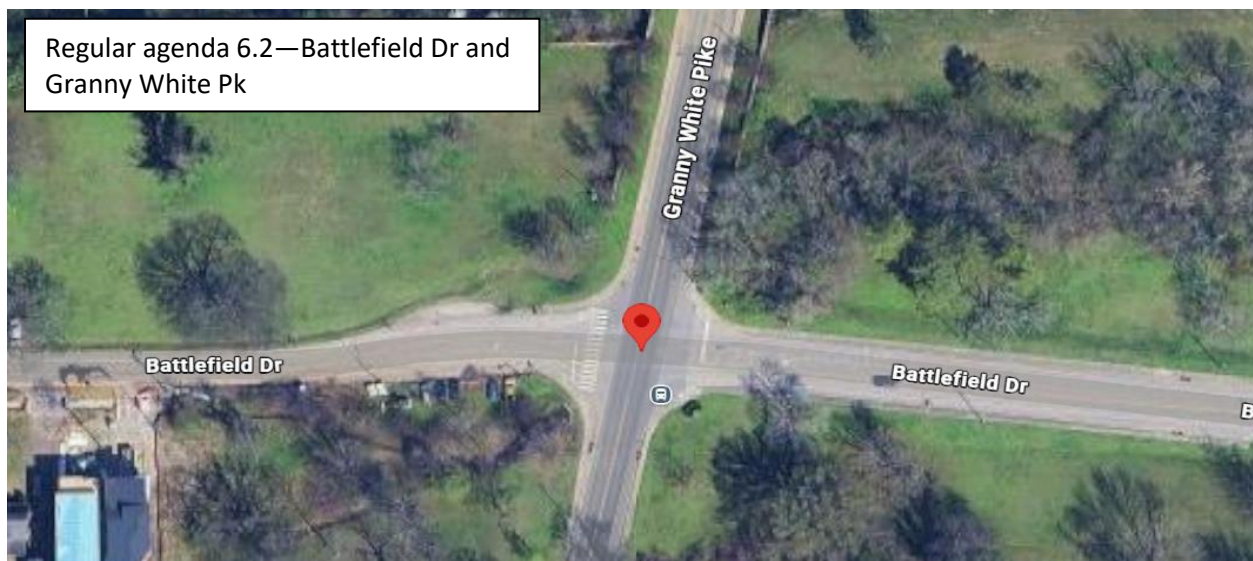
Recommendation: Approval of new all-way yield control for Battlefield Dr and Granny White Pk.

Commission Authority: Sec. 11.904. - Function of commission as to traffic regulation.

“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.”

Analysis: NDOT requests approval for four-way yield control at Battlefield Drive and Granny White Pike. The Battlemont Neighborhood Association is working with NDOT and Civic Design Center to install a tactical urbanism roundabout to calm traffic and improve safety for all users. The project will include designated pedestrian and bicyclist crossings. The tactical urbanism permit will be valid for one year and can be extended or made permanent depending on results. If the tactical urbanism project is not made permanent, then NDOT will re-evaluate the stop control at this intersection and present a new request to the Commission to return to the existing two-way stop control or to new multiway stop control if MUTCD warrants are satisfied at that time.



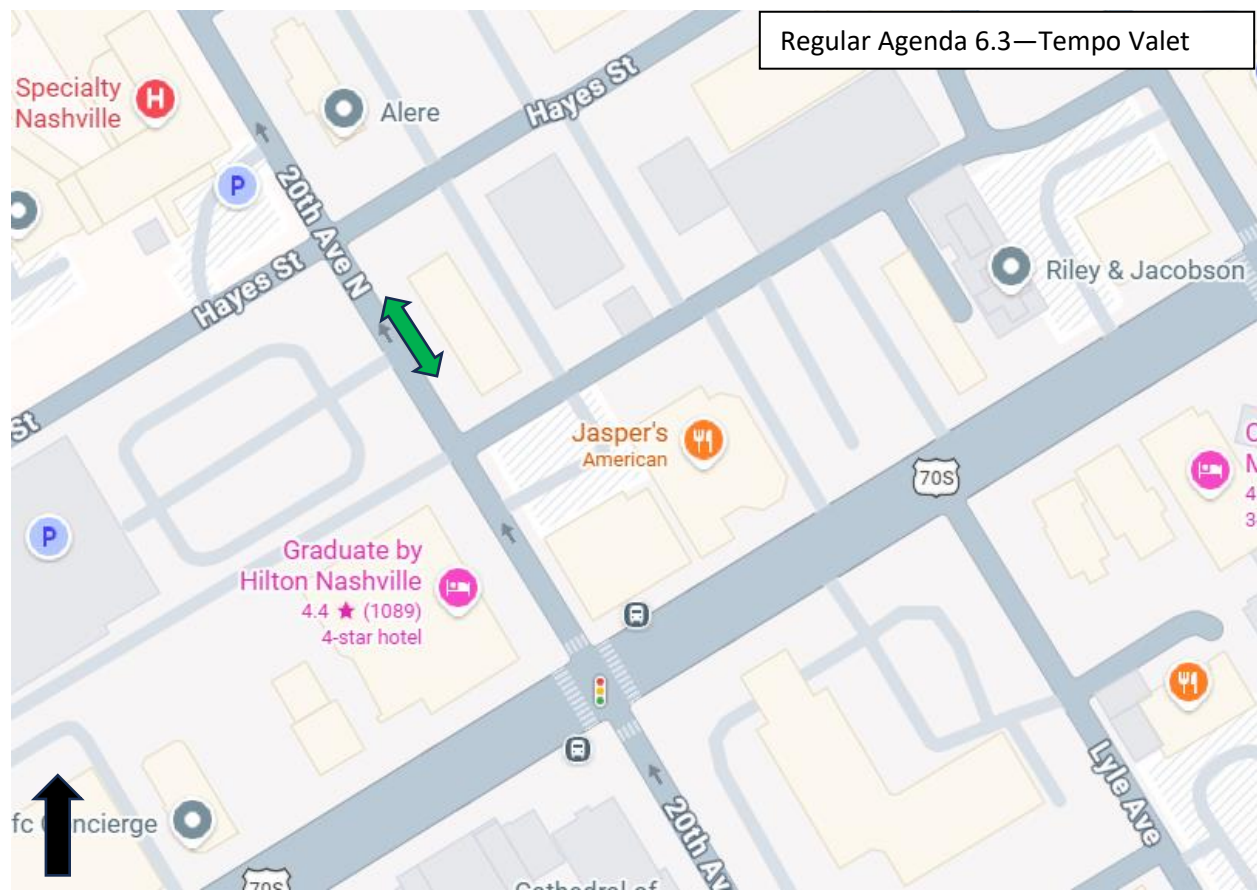
6.3 CD 19: Approval of new valet lane on the east side of 20th Ave N at 110 20th Ave N, for three parking spaces effective 24/7, requested by Tempo by Hilton Hotel.

Recommendation: Approval of new valet parking lane for three spaces on the east side of 20th Ave N at 110 20th Ave N.

Commission Authority: Metropolitan Code of Laws §12.41.090 - Designation of space for service.

“A. Valet spaces shall be designated by the commission. The designation shall be by clearly marked signs indicating the time of valet parking and marked as a "Tow-Away zone.”

Analysis: The new Tempo by Hilton Hotel with 161 guest rooms is requesting a 24/7 valet lane for three spaces in a new layby lane on the east side of 20th Ave N. Vehicles are to be parked inside the hotel garage. NDOT recommends approval of this valet lane.





6.4 CD 17: Approval of related traffic and parking changes to Mildred Shute Ave and 3rd Ave S, specifically:

6.4.1 Approval of new one-way eastbound traffic circulation on Mildred Shute Ave from 4th Ave S to 2nd Ave S with new No Parking restrictions on the ~~north~~ south side of Mildred Shute Ave from 4th Ave S to 2nd Ave S;

6.4.2 Approval of new time limited parking on the north side of Mildred Shute Ave from 4th Ave S to 2nd Ave S, 2-hour limit 8AM—8PM / 7 days;

6.4.3 Approval of new time limited parking on both sides of 3rd Ave S between Cameron St and Chestnut St, 2-hour limit 8AM—8PM / 7 days; and

6.4.4 Approval of new Loading Zone, not exceeding 50 ft, effective 6AM—10AM on the west side of 3rd Ave S immediately south of Mildred Shute Ave, requested by CM Vo and NDOT.

Recommendation:

Approval of one-way eastbound traffic circulation on Mildred Shute Ave from 4th Ave S to 2nd Ave S;

Approval of new No Parking restrictions on the south side of Mildred Shute Ave from 4th Ave S to 2nd Ave S;

Approval of new 2-hour time limited parking on the north side of Mildred Shute Ave from 4th Ave S to 2nd Ave S;

Approval of new 2-hour time limited parking on both sides of 3rd Ave S from Cameron St to Chestnut St; and

Approval of a new Loading Zone, not exceeding 50 ft, effective 6AM—10AM on the west side of 3rd Ave S on the SW corner of 3rd Ave S and Mildred Shute Ave.

Commission Authority: Sec. 11.904. - Function of commission as to traffic regulation.

“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.

(e) The direction in which traffic may use any street or portion of a street.”

Commission Authority: Metropolitan Code of Laws § 12.48.010 - Curb loading zones—
Designation authority.

“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 agenda item combines several NDOT initiatives that have resulted from neighborhood engagement with NDOT and with CM Vo and should be approved together.

NDOT has received complaints about parking on Mildred Shute Ave due to its narrow width. The street measures 20 ft +/- of pavement width, with parking restricted from the north side. The neighborhood continues to undergo redevelopment with several newly constructed mixed-use building developments. This segment of Mildred Shute Ave between 4th Ave S and 2nd Ave S is designated as a local street in Metro’s major and collector street plan. The length of this segment studied is approximately 640 ft. Mildred Shute provides a corridor for vehicles seeking to change direction from 4th Ave S (one-way southbound) to 2nd Ave S (one-way northbound) to gain access interstate I-40 or to downtown Nashville. The intersection with 4th Ave S is stop controlled only for Mildred Shute, while the intersections with 3rd Ave S and 2nd Ave S have multiway stop control.

NDOT performed a tube study at 112 Mildred Shute Ave to obtain speed and traffic data while evaluating whether Mildred Shute would achieve better operating efficiency as a one-way street. From February 3 to Feb 6, NDOT counted 2,174 total vehicles distributed between 1,327 eastbound vehicles and 847 westbound vehicles. This directional distribution (61% east / 39% west) is consistent with vehicles utilizing Mildred Shute as a corridor to change directions back to I-40 or downtown and suggests that one-way eastbound traffic on Mildred Shute would be feasible.

The posted speed limit on Mildred Shute is 25 mph. 3rd Ave S has the same speed limit. The studied speed profile found the average speed on Mildred Shute was 20 mph, and the 85th percentile speed was found to be 28 mph. There have not been any Hub Nashville records for speeding on Mildred Shute, nor on the adjacent segment of 3rd Ave S.

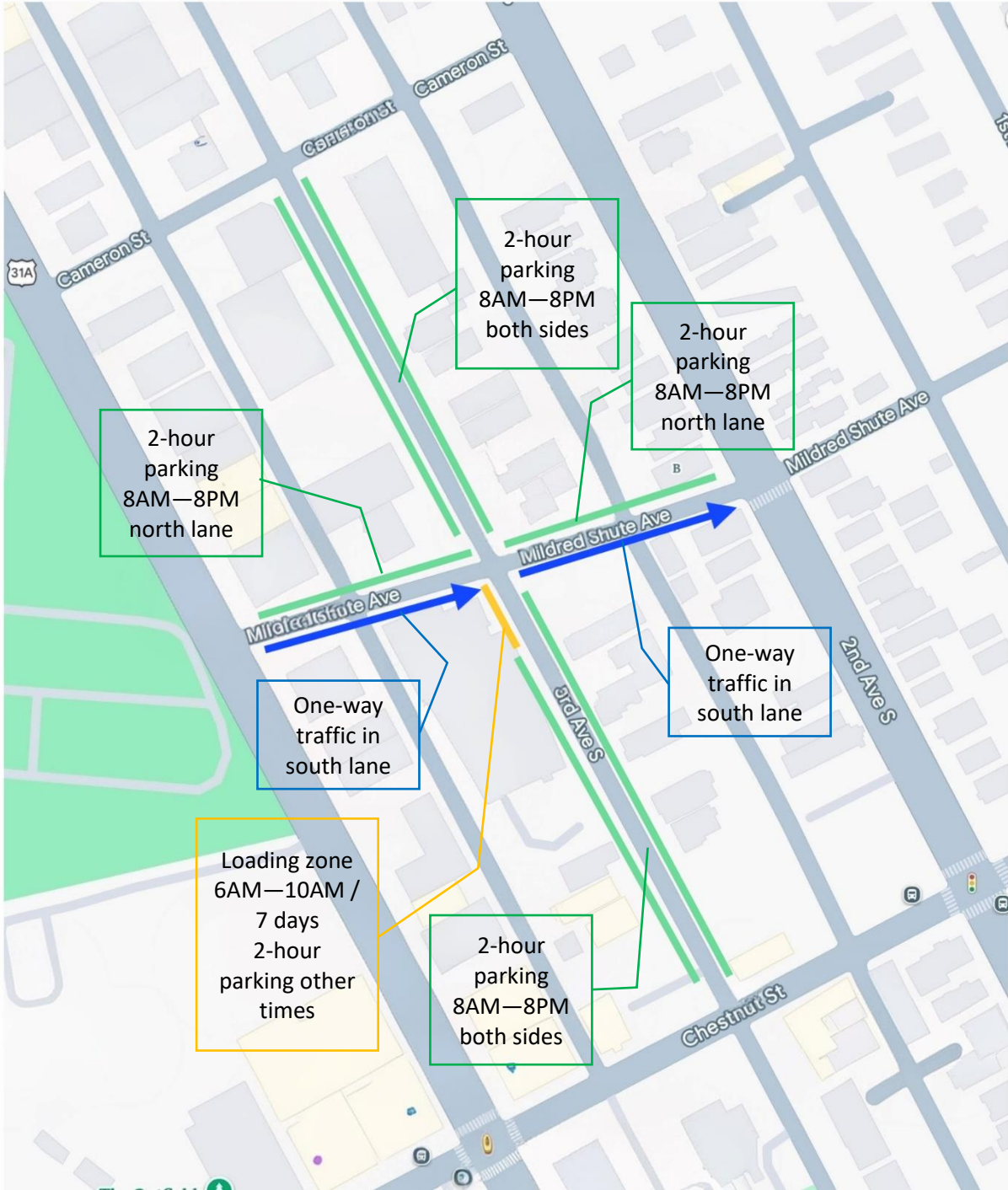
A meeting was held with neighborhood residents and businesses on February 24, 2026. NDOT also sent out mailers in February to addresses in this neighborhood to publicize proposed changes to directional circulation as well as daytime parking time limits. At this meeting, business owners informed NDOT that all available street parking spaces are filled at dawn by vehicles parked the entire day but in the evening hours and overnight the curbs are mostly

empty. Large scale ongoing construction sites are adjacent to this neighborhood. Private parking is available on lots adjacent to 3rd Ave S and Mildred Shute Ave. Parking availability on 3rd Ave S is reduced between Mildred Shute and Cameron due to numerous existing driveway connections.

Based on feedback from neighborhood businesses and from CM Vo, NDOT is recommending a new parking time limit of 2 hours from 8AM to 8 PM on both sides of 3rd Ave S between Cameron St and Chestnut St, as well as on the north side of Mildred Shute Ave. The south side of Mildred Shute Ave is proposed for one-way eastbound traffic flow with no parking on the south side due to limited pavement width.

Finally, NDOT was asked to include a new loading zone on 3rd Ave S on the SW corner of 3rd and Mildred Shute, effective 6AM to 10AM. This loading zone would become 2-hour time limited parking from 10AM to 8PM consistent with the rest of the neighborhood, and then free parking between 8PM and 6AM.







Unfinished Business

7.1 Recommendation to Council regarding Metro Council Ordinance BL2026-1255 related to sandwich board signage, requested by Metropolitan Clerk's Office.

Recommendation: NDOT requests deferral for one month for textual changes to the proposed legislation.

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: This agenda item was originally presented to the Commission in February 2026 and deferred to the March meeting. An updated version of the ordinance was not available at this time this report was prepared. NDOT is working with CM Huffman on textual revisions to the legislation and requests another one-month deferral.