



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 2, 2026

SUBJECT: June 8, 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 24: Approval of mandatory referral 2026M-003AB-001, proposing to abandon a portion of Alley #1702 right-of-way between Cantrell St to Alley #1705, requested by residents.

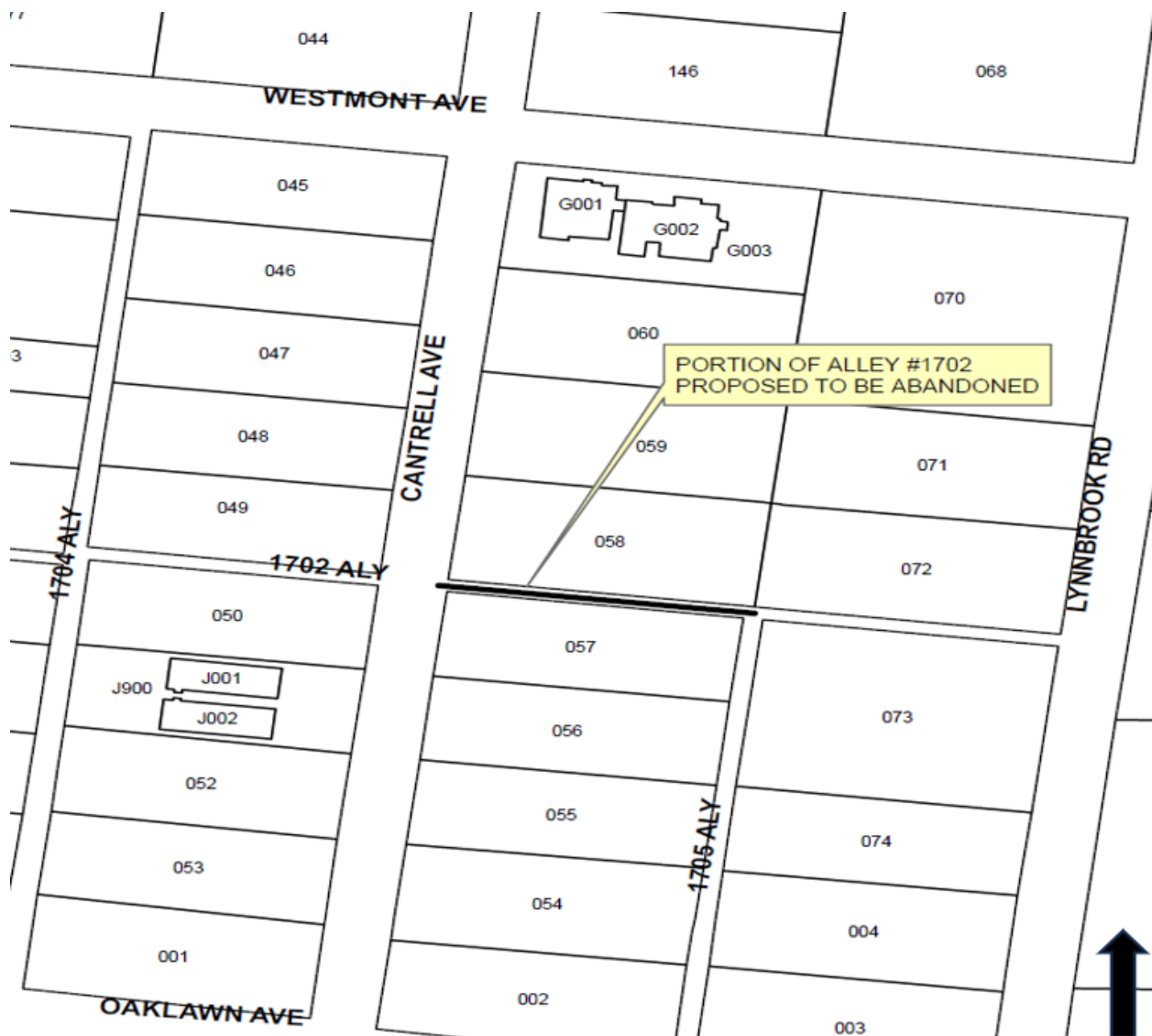
Recommendation: Approval of mandatory referral 2026M-003AB-001, abandoning Alley #1702 right-of-way from Cantrell Ave to Alley #1705.

Commission Authority: Metropolitan Charter 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: It should be noted that the alley ROW to be abandoned with this mandatory referral is between Cantrell Ave (not Cantrell St) and Alley #1705. The application cover letter incorrectly identified Cantrell St. The portion of ROW proposed to be abandoned is unimproved ROW and used as a joint access driveway. NDOT takes no exception to this ROW abandonment. All utilities and utility easements existing in this portion of public ROW are to be retained.



5.2 CD 11: Approval of mandatory referral 2026M-004AB-001, proposing to abandon a portion of right-of-way in Old Hickory on Union St from Commerce St and South St and on South St from Union St to Church St, requested by residents.

Recommendation: Approval of mandatory referral 2026M-004AB-001, abandoning a portion of right-of-way in Old Hickory on Union St from Commerce St and South St and on South St from Union St to Church St

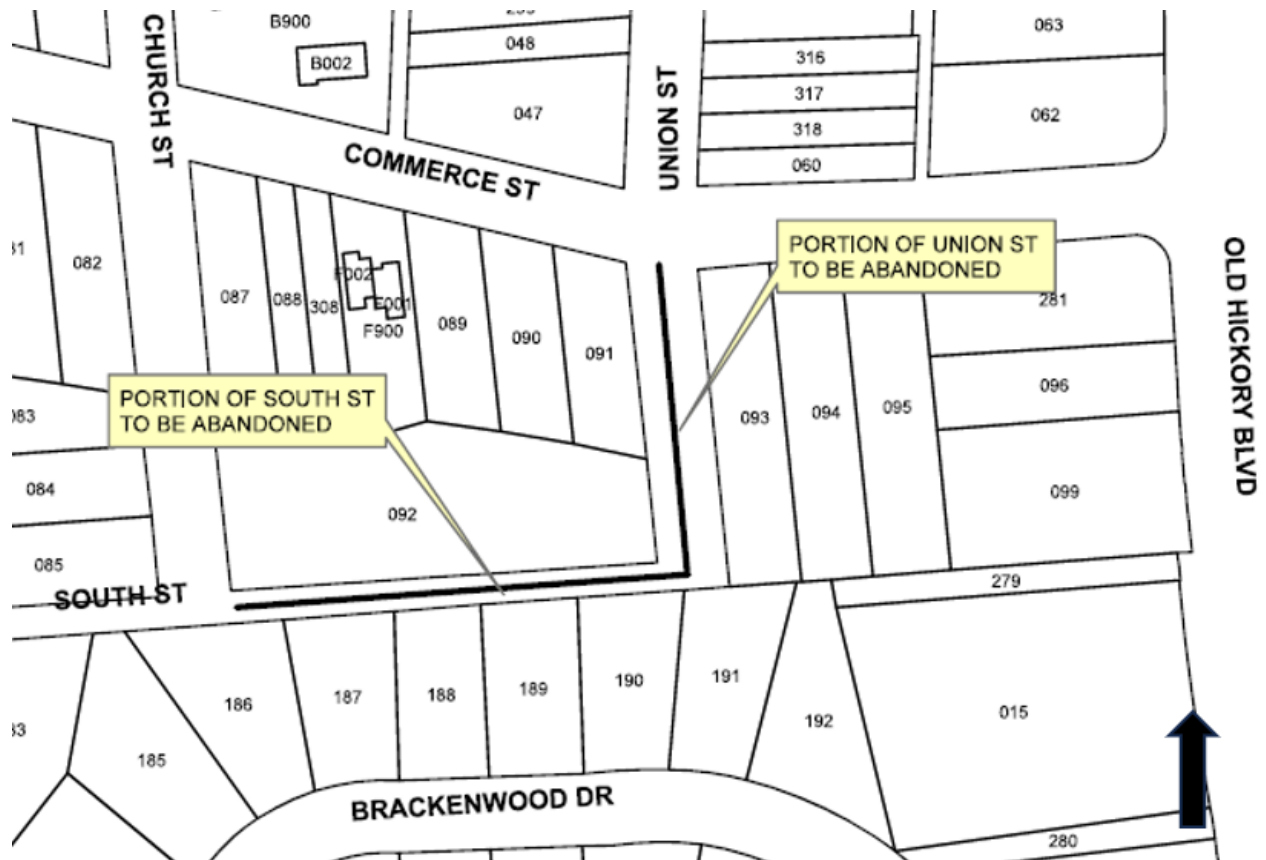
Commission Authority: Metropolitan Charter Sec. 11.905. – Commission’s review of proposed ordinances.

“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: The location of this proposed abandonment is not downtown but rather in Old Hickory.

This mandatory referral will abandon Union St between Commerce St and South St and will also abandon South St from Union St to Church St. The portion of ROW proposed to be abandoned is unimproved. NDOT takes no exception to this ROW abandonment. Easements will be retained.





5.3 CD 19: Authorization for new multiway stop control for 3rd Ave N and Junior Gilliam Way, requested by NDOT.

Recommendation: Approval of new multiway stop control for 3rd Ave N and Junior Gilliam Way.

Commission Authority: Metropolitan Charter Sec. 11.904(c). - 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:

(c) The establishment of stop sign controls for through streets or isolated intersections.

Analysis: The Manual on Uniform Traffic Control Devices (MUTCD) standard for multiway stop control is that one or more technical warrants must be satisfied. Briefly, these warrants are

- A. Crash Experience*
- B. Sight Distance*
- C. Transition to Signal Control or Transition to Yield Control at a Circular Intersection*
- D. 8-Hour Volume*
- E. Other Factors*

NDOT received a Hub Nashville request for evaluation of multiway stop control for Jr Gilliam Way and 3rd Ave N. For a four-legged intersection, Warrant A is satisfied when there are five or more crashes within a 12-month period that are susceptible to correction by installation of all-way stop control. It is also satisfied when there are six crashes within a 36-month period. This intersection satisfies Warrant A with five angle crashes in 2025, and with nine angle crashes during the preceding three-year period.

CRASH SUMMARY REPORT

Angle crash history for Jr Gilliam Wy & 3rd Ave N, 2023-26

Created on June 2, 2026

Created by Andrew Smith

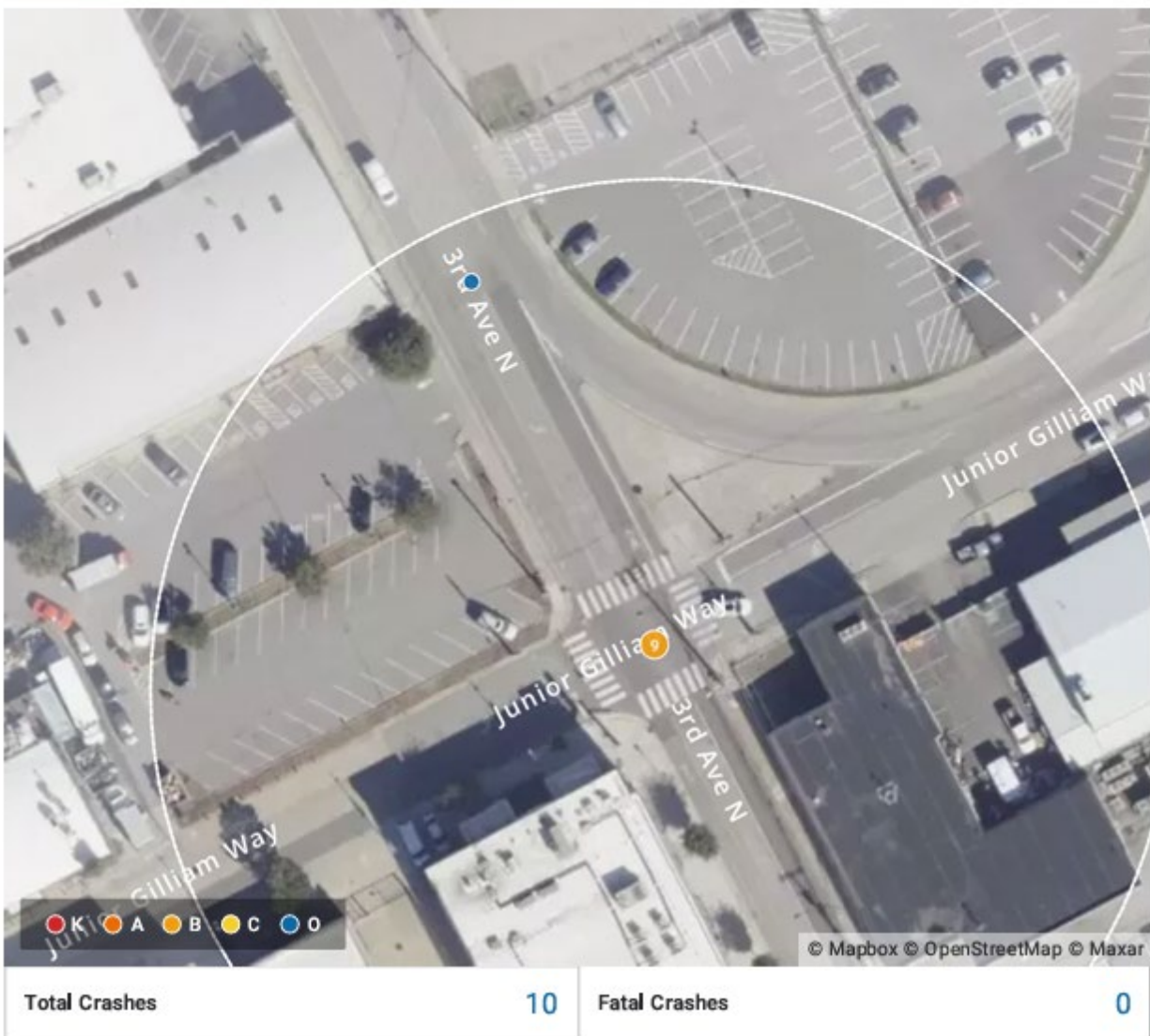
Requested by Andrew Smith

Data extents: May 28, 2023 to May 27, 2026



Applied Filters

Shape: Circle 200 ft Manner of First Collision = Angle



Type of Crash		Crash
(O) Property-Damage Only	9	90.00%
(B) Suspected Minor Injury	1	10.00%
+ 3 more	0	0%

Date of Crash (Year)		Crash
2026	2	20.00%
2025	5	50.00%
2024	2	20.00%
2023	1	10.00%
+ 9 more	0	0%

Manner of First Collision		Crash
Angle	10	100.00%
+ 9 more	0	0%

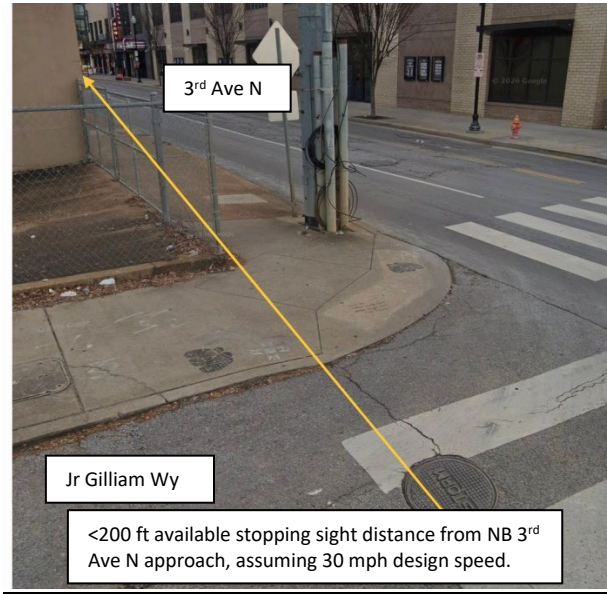
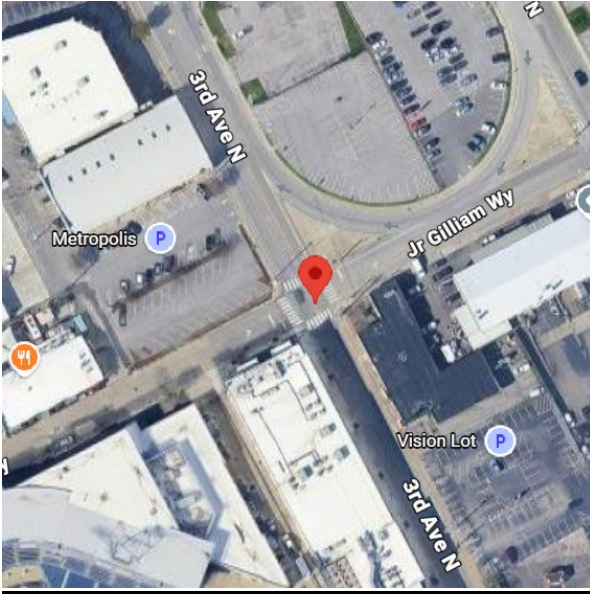
First Harmful Event		Crash
Vehicle in Transport	10	100.00%
+ 64 more	0	0%

Crash Location		Crash
At an Intersection	7	70.00%
Along Roadway	3	30.00%
+ 5 more	0	0%

Light Conditions		Crash
Daylight	5	50.00%
Dark-Lighted	4	40.00%
+ 6 more	0	0%

Weather Conditions		Crash
Clear	10	100.00%
+ 11 more	0	0%

Warrant B is satisfied when an engineering study indicates that the sight distance on the minor approach (Jr Gilliam Way) is not adequate for a vehicle to turn or cross the major approach (3rd Ave N). Assuming a design speed of 30 mph, and with slightly less than 200 ft of available stopping sight distance on the northbound approach from 3rd Ave N, this intersection satisfies Warrant B.



5.4 CD 25: Authorization for a new traffic signal at Granny White Pk and Tyne Blvd, requested by NDOT.

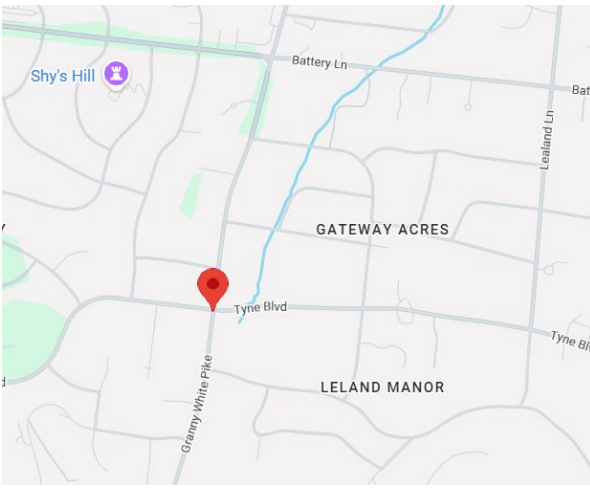
Recommendation: Approval of new traffic signal at Granny White Pk and Tyne Blvd.

Commission Authority: Metropolitan Charter Sec. 11.904(d). - 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:

(d) The establishment of traffic signal controls.”

Analysis:

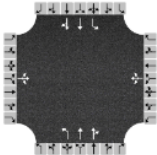


As with multiway stop-controlled intersections, new traffic signals require satisfaction of one or more MUTCD traffic warrants. There are nine traffic warrants that are described in the MUTCD. Briefly, they are

- 1) *Eight-Hour Vehicular Volume*
- 2) *Four-Hour Vehicular Volume*
- 3) *Peak Hour*
- 4) *Pedestrian Volume*
- 5) *School Crossing*
- 6) *Coordinated Signal System*
- 7) *Crash Experience*
- 8) *Roadway Network*
- 9) *Grade Crossing*

According to Metro's major and collector street plan, this location is the intersection of a T3-R-AB3 arterial boulevard (Granny White) and a T3-R-CA2 collector-avenue (Tyne). Both streets are two-lane suburban streets with 12 ft +/- travel lanes.

NDOT has performed a warrant analysis of Granny White Pk & Tyne Blvd and determined that the intersection satisfies Warrant 2 (Four Hour Volume), Warrant 3 (Peak Hour), and Warrant 7 (Crash Experience). Based on this analysis, NDOT recommends approval of a new traffic signal at Granny White Pk and Tyne Blvd.

HCS Warrants Report												
Project Information												
Analyst	Darren Pack			Date			4/23/2026					
Agency	Nashville DOT			Analysis Year			2026					
Jurisdiction	Nashville			Time Period Analyzed								
Project Description												
General												
Major Street Direction	East-West			Population < 10,000			No					
Starting Time Interval	7			Coordinated Signal System			No					
Median Type	Divided			Crashes (crashes/year)			7					
Major Street Speed (mi/h)	40			Adequate Trials of Crash Exp. Alt.			No					
Nearest Signal (ft)	0											
Geometry and Traffic												
												
Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	0	1	0	0	1	0	1	2	0	1	2	0
Lane Usage	LTR			LTR			L TR			L TR		
Vehicle Volumes Averages (veh/h)	31	1	46	11	1	28	34	1037	21	20	1039	34
Pedestrian Averages (ped/h)	0			0			0			0		
Gap Averages (gaps/h)	0			0			0			0		
Delay Averages (s/veh)	0.0			0.0			0.0			0.0		
Delay Averages (veh-hr)	0.0			0.0			0.0			0.0		
School Crossing and Roadway Network												
Number of Students in Highest Hour	0			Two or More Major Routes			No					
Number of Adequate Gaps in Period	0			Weekend Counts			No					
Number of Minutes in Period	0			5-year Growth Factor (%)			0					
Railroad Crossing												
Grade Crossing Approach	None			Rail Traffic (trains/day)			4					
Highest Volume Hour with Trains	Unknown			High Occupancy Buses (%)			0					
Distance to Stop Line (ft)	-			Tractor-Trailer Trucks (%)			10					

Volume Summary													
Hour	Major Volume	Minor Volume	Total Volume	Ped/h	Gap/h	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	3A (100%)	3B (80%)	4A (70%)
07 - 08	161	1266	2155	0	0	No	No	No	No	No	No	Yes	No
08 - 09	131	1399	2343	0	0	No	No	No	No	Yes	No	Yes	No
09 - 10	106	1152	2058	0	0	No	No	No	No	Yes	No	Yes	No
10 - 11	103	1025	2041	0	0	No	No	No	No	Yes	No	Yes	No
11 - 12	96	1041	2163	0	0	No	No	No	No	Yes	No	Yes	No
12 - 13	114	1168	2310	0	0	No	No	No	No	Yes	No	Yes	No
13 - 14	105	1194	2247	0	0	No	No	No	No	Yes	No	Yes	No
14 - 15	130	1485	2609	0	0	No	No	No	No	Yes	No	Yes	No
15 - 16	179	1551	2580	0	0	No	No	No	No	Yes	No	Yes	No
16 - 17	128	1132	2092	0	0	No	No	No	No	Yes	No	Yes	No
17 - 18	126	1279	2455	0	0	No	No	No	No	Yes	No	Yes	No
18 - 19	102	1064	2023	0	0	No	No	No	No	Yes	No	Yes	No
Total	1421	14796	27675	0	0	0	0	0	0	12	0	12	0
Warrants													
Warrant 1: Eight-Hour Vehicular Volume													
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--													
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--													
80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)													
Warrant 2: Four-Hour Vehicular Volume													
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)													✓
Warrant 3: Peak Hour													✓
A. Peak-Hour Conditions (Minor delay --and-- minor volume --and-- total volume) --or--													
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)													✓
Warrant 4: Pedestrian Volume													
A. Four Hour Volumes --or--													
B. One-Hour Volumes													
Warrant 5: School Crossing													
Gaps Some Period --and--													
Student Volumes													
Nearest Traffic Control Signal (optional)													
Warrant 6: Coordinated Signal System													
Degree of Platooning (Predominant direction or both directions)													
Warrant 7: Crash Experience													
A. Adequate trials of alternatives, observation and enforcement failed --and--													
B. Reported crashes susceptible to correction by signal (12-month period) --and--													✓
C. 80% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied													
Warrant 8: Roadway Network													
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--													
B. Weekend Volume (Five hours total)													
Warrant 9: Grade Crossing													
A. Grade Crossing within 140 ft --and--													
B. Peak-Hour Vehicular Volumes													

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5.5 CD 23 and 24: Authorization for a new traffic signal at White Bridge Pk and Burgess Ave, requested by NDOT.

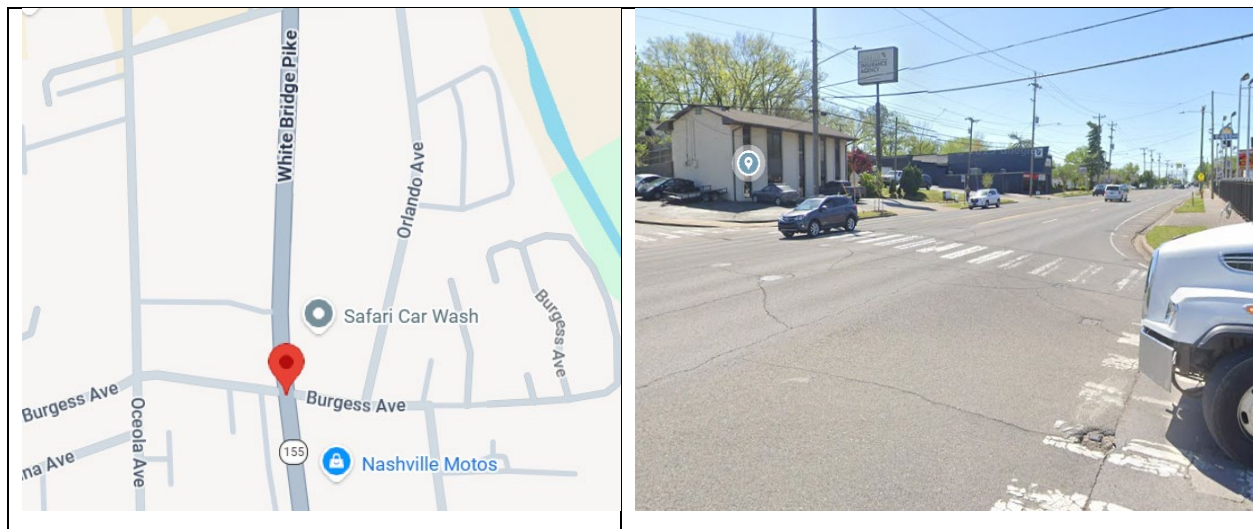
Recommendation: Approval of new traffic signal at White Bridge Pk and Burgess Ave.

Commission Authority: Metropolitan Charter Sec. 11.904(d). - 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:

(d) The establishment of traffic signal controls.”

Analysis:



Metro’s major and collector street plan identifies this location as an urban intersection of a T3-M-AB5 arterial boulevard (White Bridge) with a local street (Burgess). White Bridge Pk is a five-lane street while Burgess is a two-lane street. Both have travel lanes of approximately 12 ft +/- . Vision Zero includes this segment of White Bridge Pk in the high injury network.

NDOT performed an MUTCD signal warrant analysis similar to the one described above in this report. The result of the analysis showed that the intersection satisfied Warrant 2 (Four Hour Volume), Warrant 3 (Peak Hour), and Warrant 7 (Crash Experience). Based on the results of this engineering analysis, NDOT recommends approval of a new traffic signal at White Bridge Pk and Burgess Ave.

Hour	Major Volume	Minor Volume	Total Volume	Peds/H	Caps/H	1A (100%)	1A (80%)	1B (100%)	1B (80%)	2 (100%)	2 (80%)	3A (100%)	3A (80%)	3B (100%)	3B (80%)	4A (70%)	4A (50%)
07 - 08	161	1266	2155	0	0	No	No	No	No	No	No	No	No	No	No	No	No
08 - 09	131	1399	2434	0	0	No	No	No	No	No	Yes	No	No	Yes	No	Yes	No
09 - 10	106	1152	2058	0	0	No	No	No	No	No	Yes	No	Yes	No	Yes	No	No
10 - 11	103	1025	2041	0	0	No	No	No	No	No	Yes	No	Yes	No	Yes	No	No
11 - 12	96	1041	2163	0	0	No	No	No	No	No	Yes	No	Yes	No	Yes	No	No
12 - 13	114	1168	2310	0	0	No	No	No	No	No	Yes	No	Yes	No	Yes	No	No
13 - 14	105	1194	2247	0	0	No	No	No	No	No	Yes	No	Yes	No	Yes	No	No
14 - 15	130	1485	2608	0	0	No	No	No	No	Yes	No	Yes	No	Yes	No	Yes	No
15 - 16	119	1351	2580	0	0	No	No	No	No	Yes	No	Yes	No	Yes	No	Yes	No
16 - 17	128	1332	2692	0	0	No	No	No	No	Yes	No	Yes	No	Yes	No	Yes	No
17 - 18	126	1229	2455	0	0	No	No	No	No	Yes	No	Yes	No	Yes	No	Yes	No
18 - 19	102	1064	2023	0	0	No	No	No	No	No	Yes	No	Yes	No	Yes	No	No
Total	1421	14936	27675	0	0	0	0	0	0	12	9	12	9	12	9	12	9

Warrants		
Warrant 1: Eight-Hour Vehicle Volume		
A. Minimum Vehicular Volume (Both major approaches --and-- higher minor approach) --or--		
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--		
80% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)		
Warrant 2: Four-Hour Vehicle Volume		
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)		✓
Warrant 3: Peak Hour		
A. Peak-Hour Conditions (Minor delay --and-- minor volume --and-- total volume) --or--		✓
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)		✓
Warrant 4: Pedestrian Volume		
A. Four Hour Volumes --or--		
B. One Hour Volumes		
Warrant 5: School Crossing		
Caps, Same Period --and--		
Student Volumes		
Nearest Traffic Control Signal (optional)		
Warrant 6: Coordinated Signal System		
Degree of Platooning (Predominant direction or both directions)		
Warrant 7: Crash Experience		
A. Adequate trials of alternatives, observance and enforcement failed --and--		
B. Reported crashes susceptible to correction by signal (12-month period) --and--		✓
C. 80% Volumes for Warrants 1A, 1B, 1B --and-- 4 are satisfied		
Warrant 8: Roadway Network		
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, & 3) --or--		
B. Weekend Volume (Five hours total)		
Warrant 9: Grade Crossing		
A. Grade Crossing within 140 ft --and--		
B. Peak-Hour Vehicular Volumes		

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5.6 Approval of 2026 Parking Fee Waivers for Special Events.

Recommendation: Approval of 2026 parking fee waivers for the following standing special events:

- **4th of July**
- **New Years Eve**
- **People Loving Nashville**

Commission Authority: Metropolitan Charter Sec. 11.907. – Management and control of parking meters, garages, and other traffic facilities.

“The commission shall have power to control and manage parking facilities in any metropolitan street or road, including the installation of parking meters or other necessary equipment in connection therewith. The commission shall prescribe and may revise a schedule of service charges in connection with the use of parking meters, a copy of which schedule shall be kept on file and subject to public inspection at the office of the commission and at the office of the metropolitan clerk.

The commission shall also have control and management of any public parking garage or other traffic facilities, and with the acquisition, construction and establishment of the same. The commission may enter into lease agreements with private operators to operate the parking facilities owned by the metropolitan government. The commission is authorized to collect rents, fees or other charges for such parking garage and other traffic facilities as it may operate and manage.

All moneys collected by the commission from parking meters, or any other service charges, shall be remitted by it to the metropolitan treasurer, who shall keep such moneys in a separate account earmarked for traffic and parking improvements.”

Analysis:

Special Events Loss Revenue Calculations- FY2027			
Event Name	Number of Spaces	# of event days	Lost Revenue
People Loving Nashville	50	52	\$ 26,676.00
New Years Eve	150	3	\$ 4,617.00
4th of July	250	2.5	\$ 6,412.50

In October 2022, the Commission approved a policy authorizing the waiver of parking fees for certain special events. The policy requires that NDOT give an annual report to the Commission each June regarding standing Metro-assisted events in connection with the Commission’s approval of parking fee waivers for these events. Future Metro-assisted events

that will take place in 2026 and are not listed on the standing event list may be presented at a regular Commission meeting.

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

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 was approved without an ending date but remains a continuously ongoing event and is included in this report for 2026.

Due to necessary timing of calendar events, this year's Open Streets Summer Series parking fee waiver for 2026 was previously approved by the Commission at its meeting on April 13, 2026, and is not duplicated here.

Regular Agenda

6.1 CD 19: Authorization for new one-way southbound traffic for Interstate Dr from Woodland St to Shelby Ave, requested by the East Bank Development Authority and Tennessee Titans.

Recommendation: Approval of new one-way southbound traffic flow on Interstate Dr from Woodland St to Shelby Ave.

Commission Authority: Metropolitan Charter Sec. 11.904(e). - Function of commission as to traffic regulation.

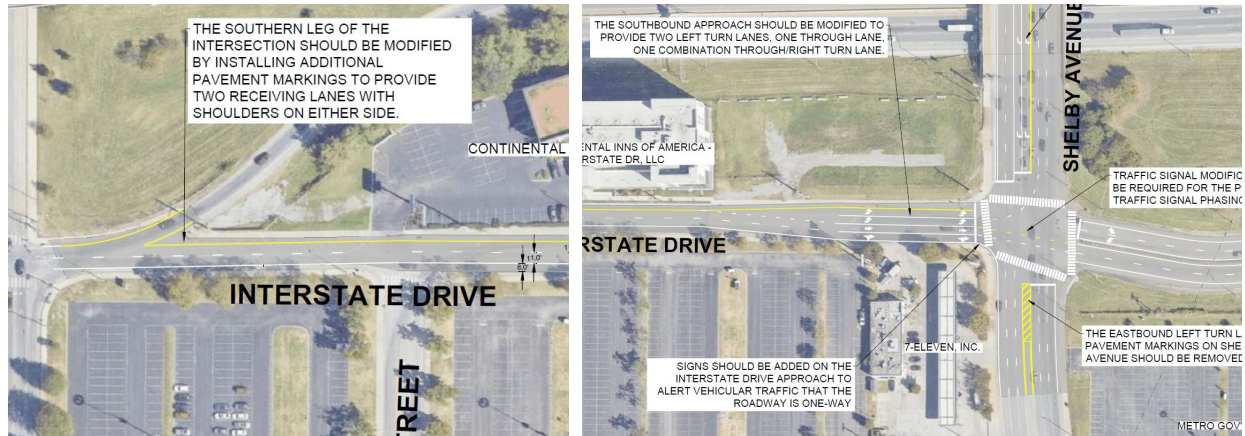
“For the purpose of making the roads, streets and other public ways safe for pedestrians, motorists and others, and for the purpose of facilitating the flow of traffic thereon, the commission is hereby authorized to adopt and publish traffic regulations, including the erection of proper signs necessarily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

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

Analysis: The East Bank Development Authority (EBDA) provided a traffic study to support a proposed directional change to Interstate Drive between Woodland Street and Shelby Avenue. The Metro Council adopted the East Bank Vision Plan in October 2022, which includes a new neighborhood urban street grid with multimodal options that connect with and include Interstate Drive. Construction of a new stadium eliminates the parking lots that were accessed from Interstate Drive and also removes the Russell Street connection that was the outlet for the two-way segment of Interstate Drive. The directional change for Interstate Drive is a part of the improved urban street grid and necessary due to the elimination of the Russell Street outlet.



Interstate Drive is a three-lane local road that is proposed to be modified to provide two lanes for southbound traffic from Woodland Street to Shelby Avenue. Interstate Drive is already a one-way street between Woodland Street and its northern terminus at the I-24 exit ramp north of James Robertson Pkwy. Other roadway modifications, which do not require Traffic & Parking approval, would be made to the I-24 exit ramp as well as Shelby Ave. These other modifications are primarily signage, markings, lane assignments, and signal modifications.



NDOT agrees with the recommendations in the traffic study and requests approval of new one-way southbound traffic circulation for Interstate Dr from Woodland St to Shelby Ave.