



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: May 6, 2026

SUBJECT: May 11, 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 17: Authorization for new multiway stop control for Chestnut St & Trimble St, requested by NDOT.

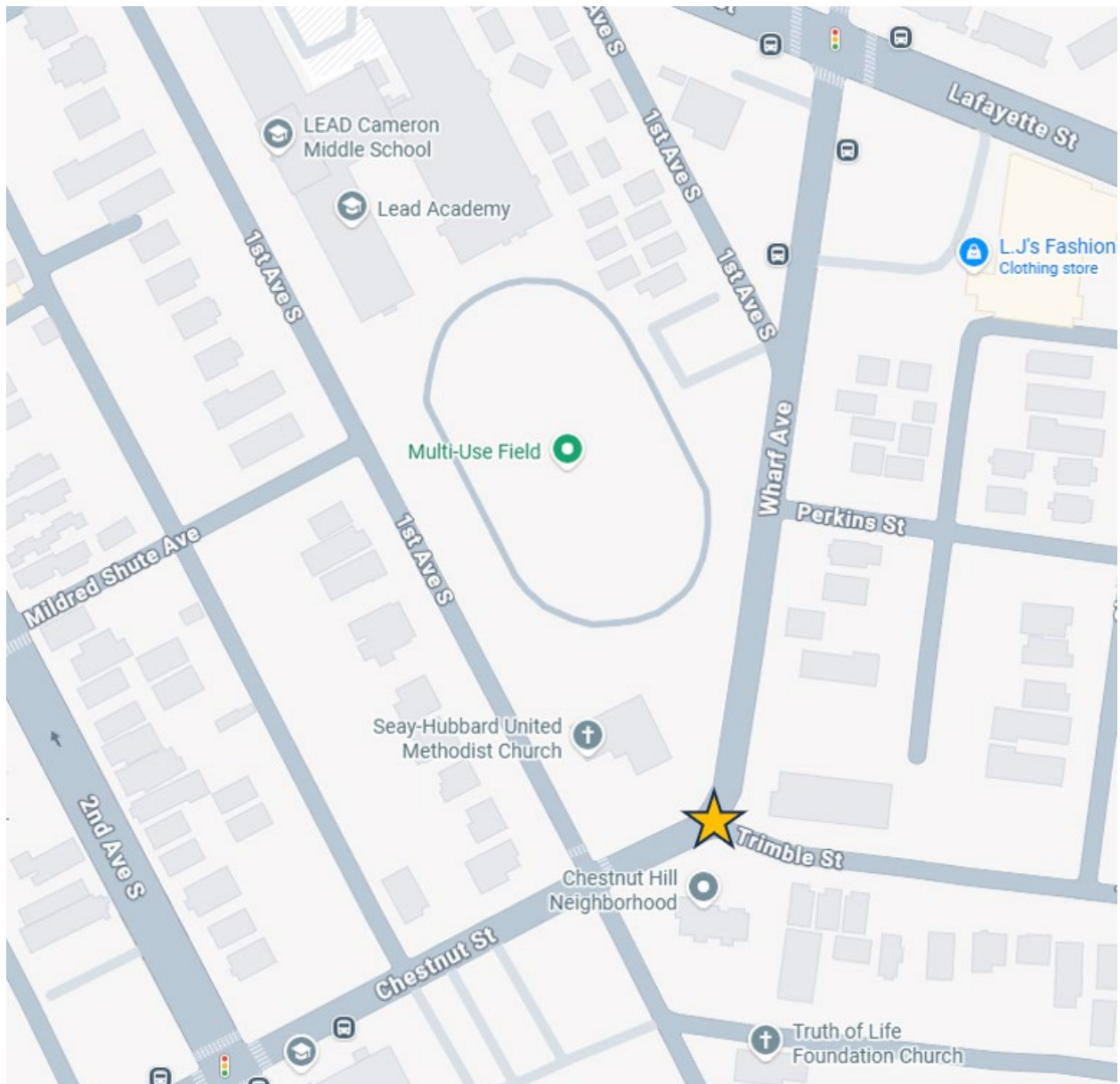
Recommendation: Approval of multiway stop control for Chestnut St/Wharf Ave and Trimble St.

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:



Chestnut St and Trimble St form a three-way intersection with Wharf Ave, with Trimble in the stem position. The intersection was designed for stop control for the westbound approach from Trimble St and with two lanes of freely flowing traffic northbound from Chestnut St and southbound from Wharf Ave.



Currently this intersection is the location of a temporary tactical urbanism project incorporating a mini-roundabout, delineators and lane-narrowing devices. This intersection was subsequently identified as a key location for potential safety conflicts with pedestrians.



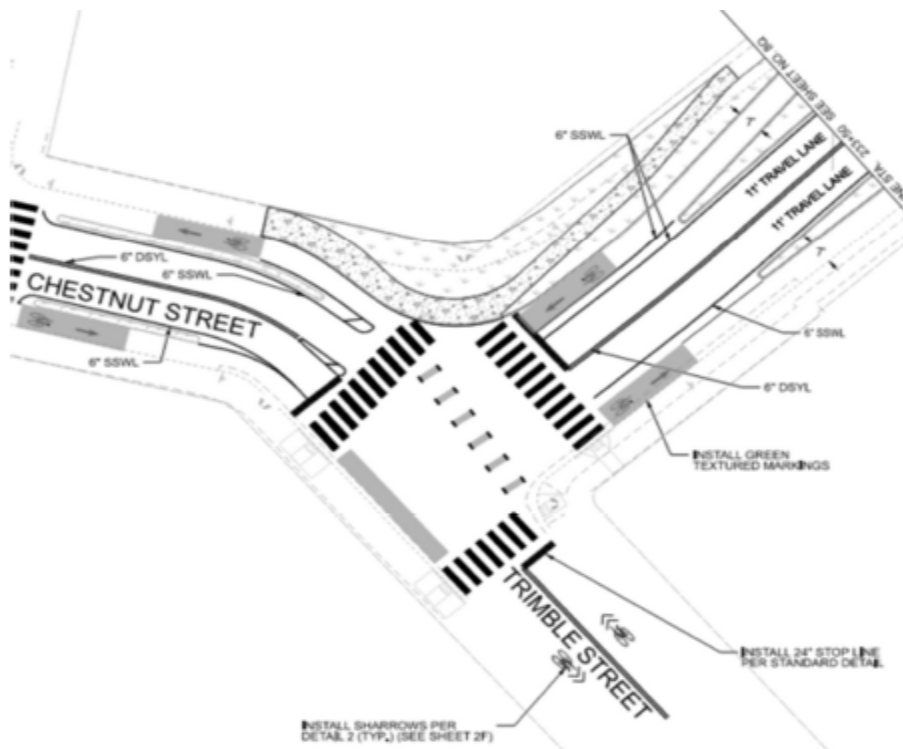
An MUTCD multiway stop control warrant analysis was performed at the beginning of 2026. The intersection did not satisfy warrants for traffic volumes. However, a review of the crash history from January 2021 through December 2025 showed that the intersection

satisfied the Warrant A with six angle crashes within a 36-month period. Furthermore, the calculated crash rate of 0.606 is more than five times higher than the state average for roadways with similar characteristics.

Sight distance from southbound Wharf Ave is limited due to elevation differences and a building on the corner. Warrant B is also satisfied at this intersection.



Based on the MUTCD warrant analysis for crash history and reduced sight distance, NDOT requests approval for new multiway stop control for Chestnut St/Wharf Ave and Trimble St.



5.2 CD 6 and CD 7: Authorization to reduce speed limit on Rosebank Ave from 35 mph to 30 mph between Riverside Dr and Willow Springs Dr, requested by NDOT.

Recommendation: Approval of new 30 mph speed limit on Rosebank Ave between Riverside Dr and Willow Springs Dr.

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

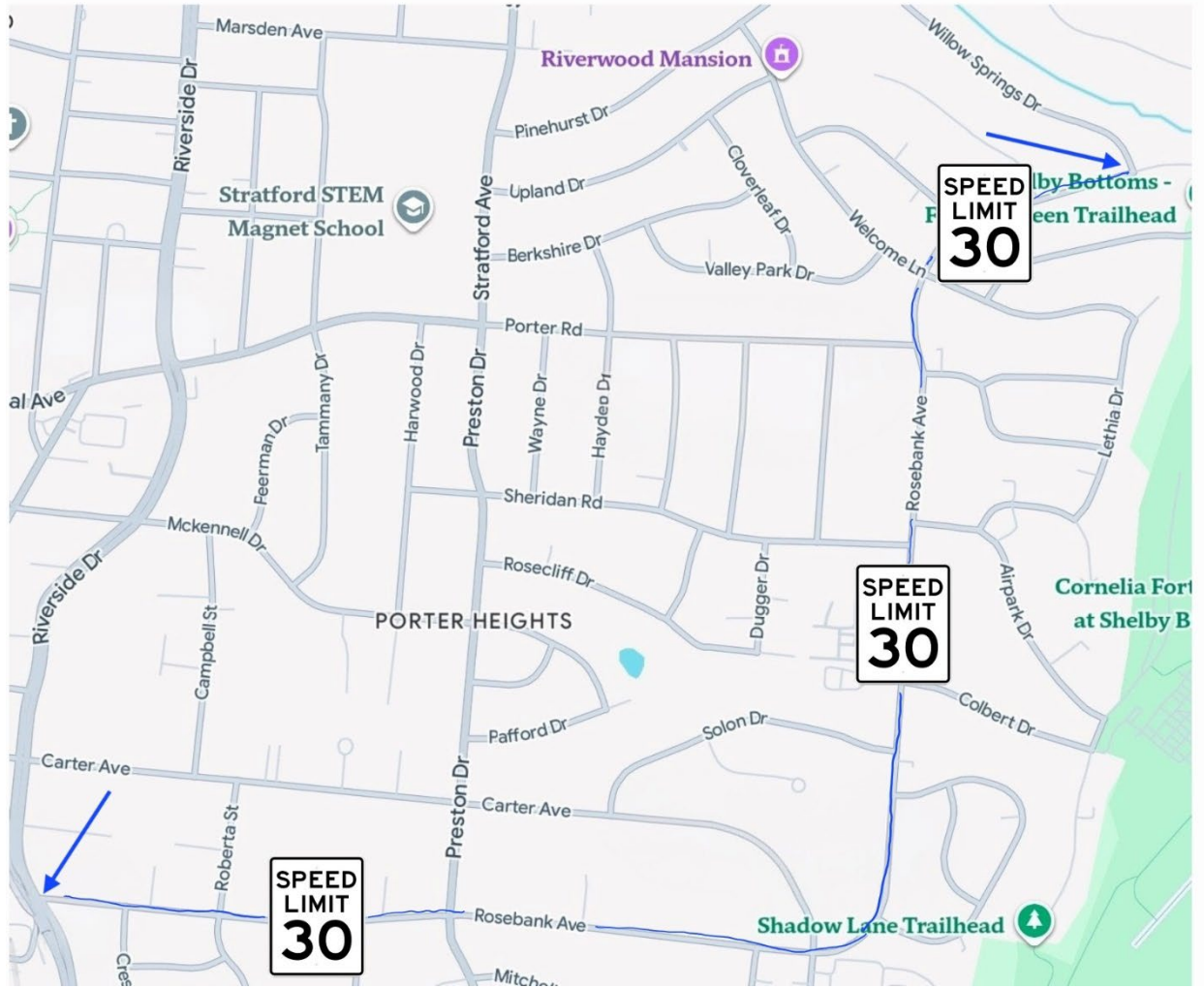
(g) The establishment of speed zones upon metropolitan streets and roads based upon the findings of the commission. When such zones are properly signposted, the speed indicated on the signs shall be the legal speed limit.”

Analysis: As a Vision Zero initiative, NDOT performed an engineering analysis to assess the appropriateness of the current 35 mph posted speed limit on Rosebank Ave from riverside Dr to Willow Springs Dr. This analysis was performed in accordance with guidance set forth in the MUTCD and NCHRP 966 standards.

The study corridor is a suburban residential collector street that is posted with a 35-mph speed limit. Rosebank Ave is designed with two 11-ft lanes, partial sidewalks, and little or no shoulders. Geometric alignment supports higher speeds, but the narrow cross section and lack of recovery space support a lower speed.

Traffic data showed that the 85th percentile speed is 35 mph and the 50th percentile speed is 29 mph. The three-year crash history of this corridor shows 4 total crashes in the available data. This is significantly below the statewide average for comparable roadways.

NCHRP 966 recommends a 30-mph speed limit based on the 50th percentile speeds and high driveway density (152 access points). Accordingly, NDOT requests that the Commission approve a new 30-mph speed limit for Rosebank Ave from Riverside Dr to Willow Springs Dr.



5.3 CD 19: Authorization to remove one pay parking space near 339 11th Ave S for a bus shelter improvement, requested by CDM Smith on behalf of WeGo.

Recommendation: Authorization to permanently remove one pay parking space on the west side of 11th Ave S near 339 11th Ave S.

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

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

Metropolitan Code of Laws § 12.48.060, Public carrier stops and stands.

“The traffic and parking commission shall establish bus stops and bus stands for common carrier motor vehicles on such public streets, in such places and in such numbers as they shall determine to be of the greatest benefit and convenience to the public, and every such bus stop, bus stand, or other stand shall be designated by appropriate signs.”

Analysis: WeGo requests approval to permanently remove one existing pay parking space in the Gulch in order to construct a level concrete boarding platform for a new bus shelter to be installed near 339 11th Ave S. Due to the curb configuration, it will be necessary to lengthen the existing curb extension to accommodate the length of the bus and the shelter on the west side of 11th Ave S. The east side of 11th Ave S has a different curb configuration that does not require removal of any existing parking spaces. WeGo proposes to remove the existing shelter just north of the pedestrian crossing and replace it with an improved shelter just south of the crossing at Noble Park.



5.4 CD 28: Authorization for new Pedestrian Hybrid Beacon located on Murfreesboro Pk between Ransom Pl and Una Antioch Pk/Nashboro Blvd, requested by NDOT.

Recommendation: Approval of new PHB on Murfreesboro Pk between Ransom Pl and Una Antioch Pk/Nashboro 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:



NDOT commissioned an engineering study to determine the feasibility of a new midblock pedestrian crossing on US-41 (Murfreesboro Pk) between Ransom Place and Una Antioch Pk/Nashboro Blvd.

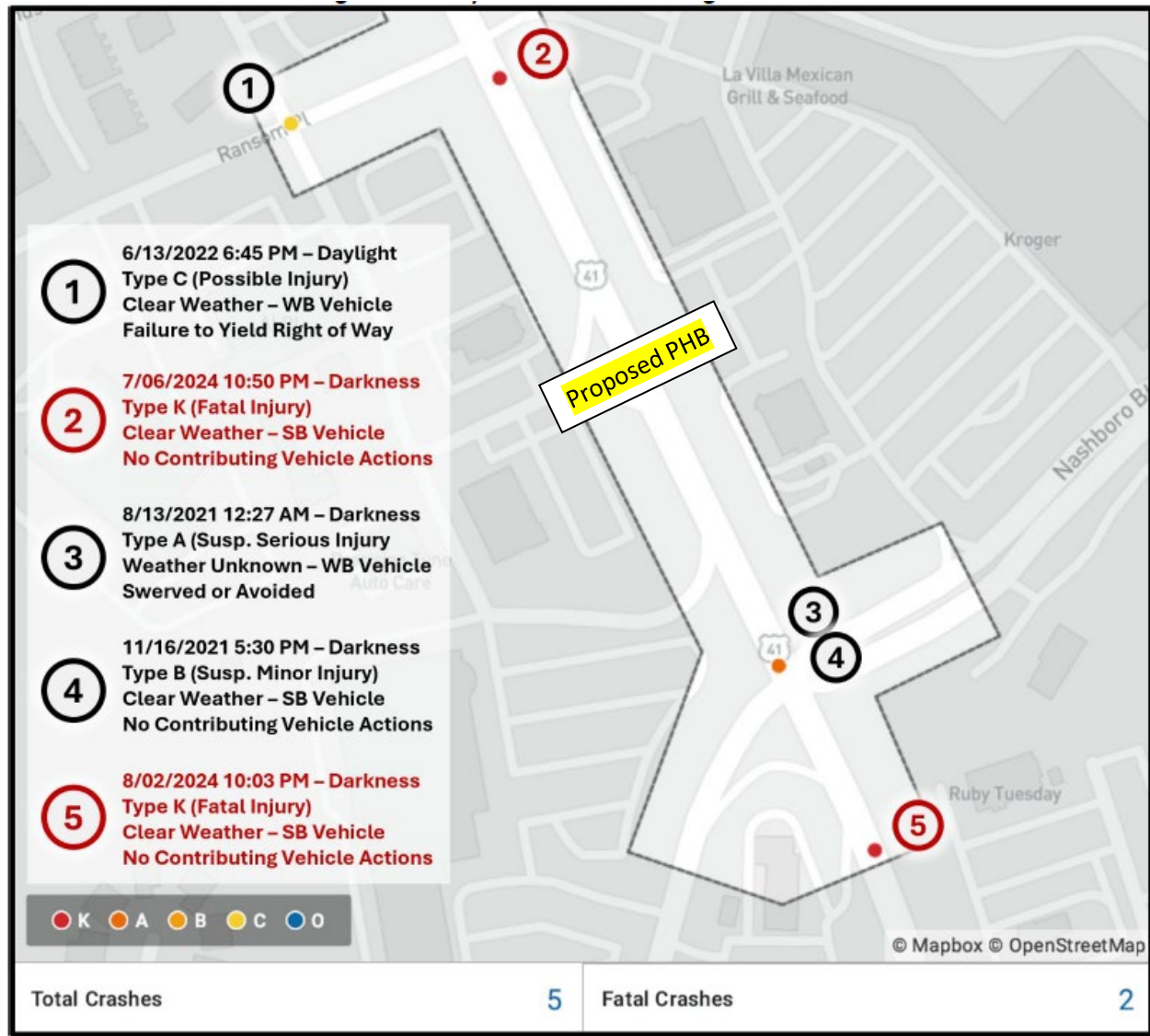
Murfreesboro Pk is an urban arterial configured as a four-lane divided roadway with two-way left turn lanes and extensive dedicated left turn and right turn lanes in this vicinity. The 2024 AADT for Murfreesboro Pk just south of Nashboro Blvd is 37,493 vehicles per day. Murfreesboro Pk has a posted speed limit of 45 mph at this location. Transit priority signals are present at Una Antioch Pk/Nashboro Blvd (in both directions) and at Ransom Pl (northbound only).

The study assessed the sight distance issues from queued vehicles as well as the 3% grade on Murfreesboro Pk. but determined that the AASHTO minimum stopping sight distances are satisfied. Pedestrian traffic, however, was observed crossing in direct paths at uncontrolled locations through stopped traffic conditions instead of diverting to an existing signalized crossing. Accounting for variations in vehicle speeds and driver reaction times, the southern segment of Murfreesboro Pk is a favorable candidate for a new pedestrian crossing.

Location	Average Speed	Median Speed	85 th -Percentile Speed	Range
Murfreesboro Pike Northbound South of Kroger Access	33.3 mph	33 mph	39 mph	25 - 46 mph
Murfreesboro Pike Southbound North of Kroger Access	30.3 mph	30 mph	34 mph	19 - 45 mph
Bi-Directional (Combined)	31.8 mph	31 mph	37 mph	19 - 46 mph

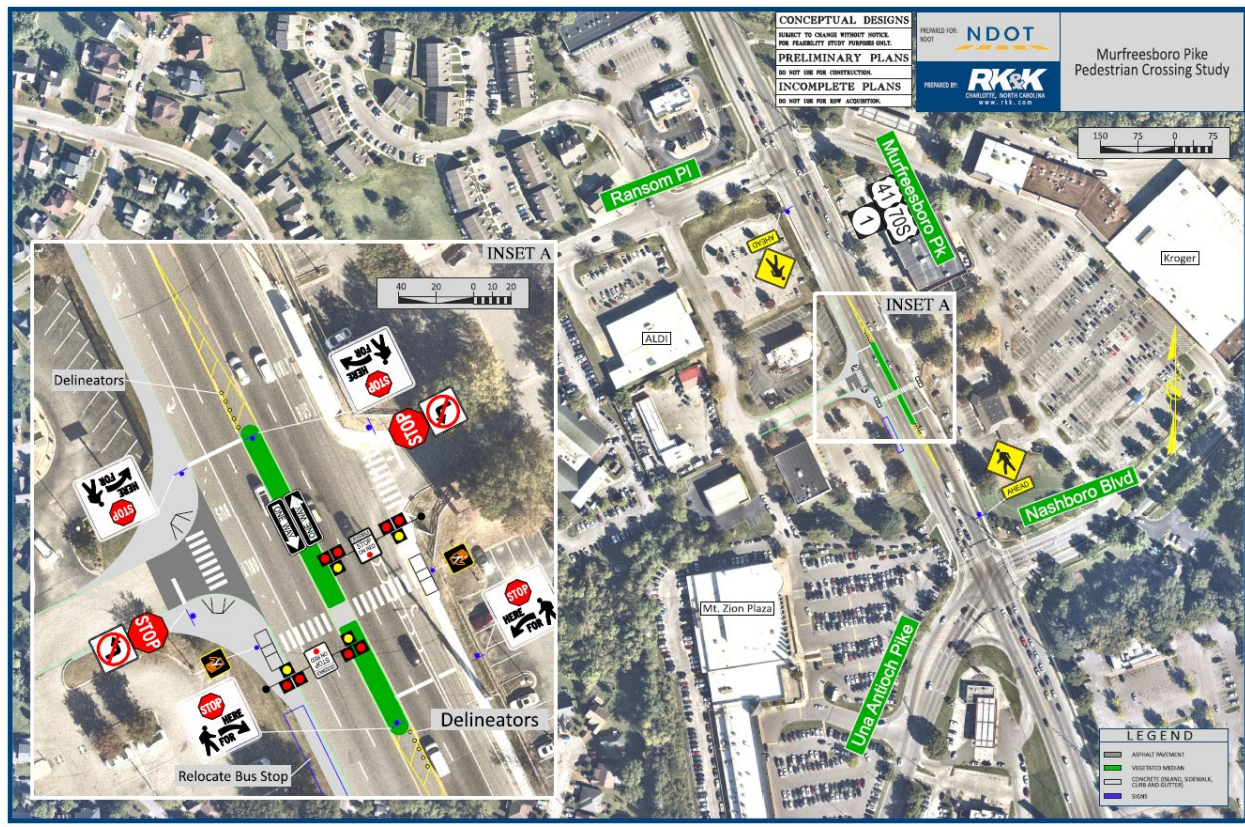


For the period from November 2020 to October 2025, there were a total of 270 crashes with three fatal crashes. Five crashes involved a pedestrian. Two of those five pedestrian crashes were fatal, one was a serious injury crash, one was a minor injury crash, and the fifth was a possible injury crash. Four of the five pedestrian crashes occurred in dark conditions, including both fatal crashes. Neither of the fatal pedestrian crashes were reported to have occurred at an intersection, indicating that both crashes occurred at an uncontrolled crossing location. Only one of the five pedestrian crashes were reported to have occurred at an intersection.



While a full traffic signal is not warranted at the Murfreesboro Pike intersection with the Kroger/Zaxby's access, field observations indicate that a new marked crosswalk would improve safety and access for non-motorized users within the study area. Accordingly, FHWA's Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations was

reviewed to determine appropriate traffic control devices to supplement a potential new crossing. The study recommends installation of a new pedestrian hybrid beacon on Murfreesboro Pk between Ransom Pl and Una Antioch Pk/Nashboro Blvd.



Regular Agenda

6.1 CD 5: Authorization to reconfigure Pennock Ave to one-way northbound between Douglas Ave and Gatewood Ave and reconfigure Stainback Ave to one-way southbound between Gatewood Ave and Douglas Ave, requested by NDOT.

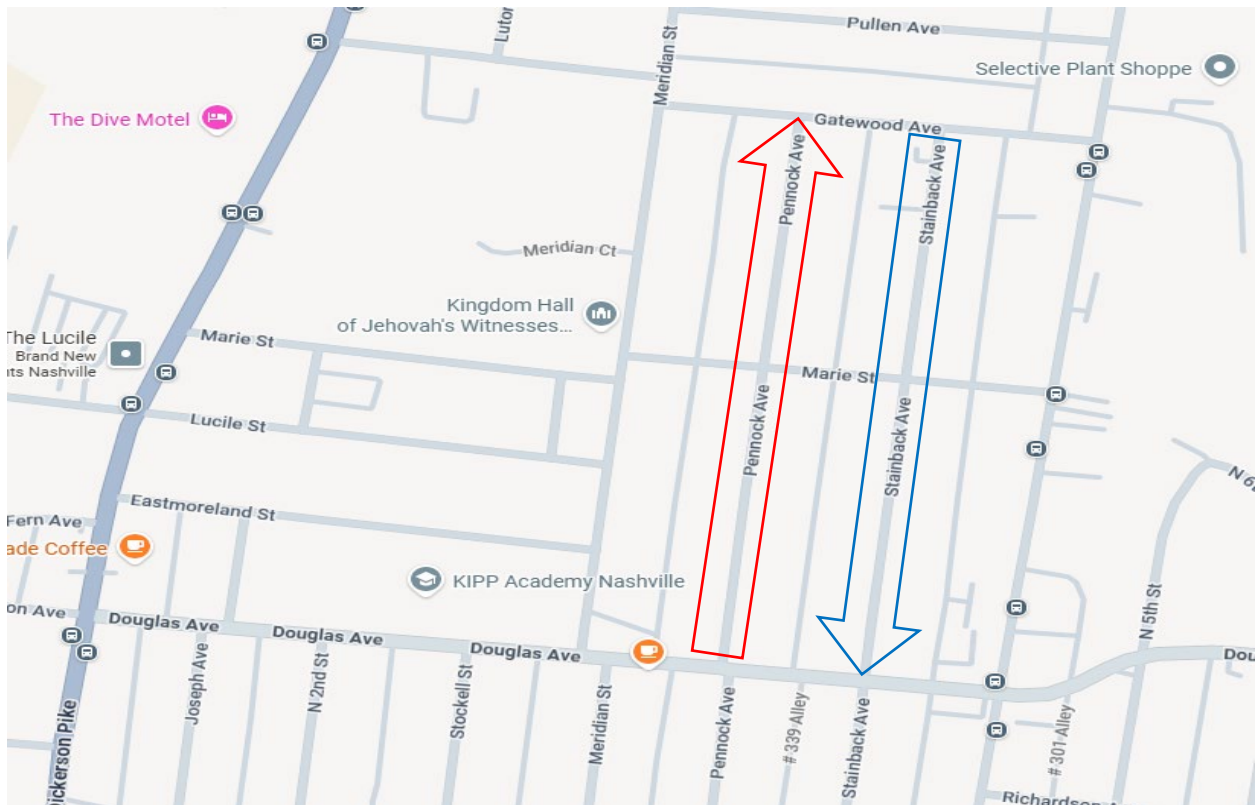
Recommendation: Approval of one-way northbound traffic circulation on Pennock Ave from Douglas Ave to Gatewood Ave and one-way southbound traffic circulation on Stainback Ave from Gatewood Ave to Douglas Ave.

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

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

Analysis:



Pennock Ave was the subject of numerous Hub Nashville calls about parked vehicles blocking emergency vehicle access from Douglas Ave. In response to these calls, NDOT installed several No Parking signs adjacent to the Pennock/Douglas intersection. NDOT staff also noted that numerous parked vehicles also affected the safe movement of non-emergency vehicles along Pennock Ave, which was measured with 20 ft +/- of pavement. Stainback Ave is similarly narrow. The speed limit, like all USD/GSD urban and suburban local streets within Metro, is 25 mph. Due to the narrow street widths, existing on-street parking, and absence of Hub Nashville complaints for speeding traffic, a speed study was not deemed necessary. The Fire Department was consulted to determine if there were any preferences for north-south flow for Pennock and Stainback. NFD preferred northbound flow on Pennock and therefore southbound flow on Stainback. NFD Station 3 is located about four blocks away to the south of this neighborhood.

Both streets are residential, with an alley running in between providing secondary access to garages or parking pads. Both Pennock and Stainback have a mix of homes with and without driveways. The older homes mostly have driveways, but newer homes more often do not have driveways.



While working on site for sign installations, a resident approached NDOT staff and one of the discussion topics included possibly converting Pennock (and also Stainback) to one-way flow, with a parking lane. Since then, NDOT, District 5 CM Parker, and neighborhood residents have had two public meetings with residents and there is an overall consensus in favor of one-way circulation, with a parking lane.



6.2 CD 17: Authorization to replace existing Pay Parking with Bus Permit Parking Only on the south side of Roy Acuff Pl at Music Sq W, 6AM—5PM / 7 days, and Pay Parking 5PM—Midnight / 7 days, requested by NDOT.

Recommendation: Approval of new Bus Permit Parking Only on the south side of Roy Acuff Pl at Music Sq W, effective 6AM—5PM / 7 days, with existing Pay Parking to remain effective from 5PM to Midnight / 7 days.

Commission Authority: Metropolitan Charter Sec. 11.904(a) and (b). - 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.

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

Metropolitan Code of Laws § 12.44.010, Parking meter zones—Establishment authority.

A. Parking meter zones are established upon those streets or parts described in Schedule VIII*.

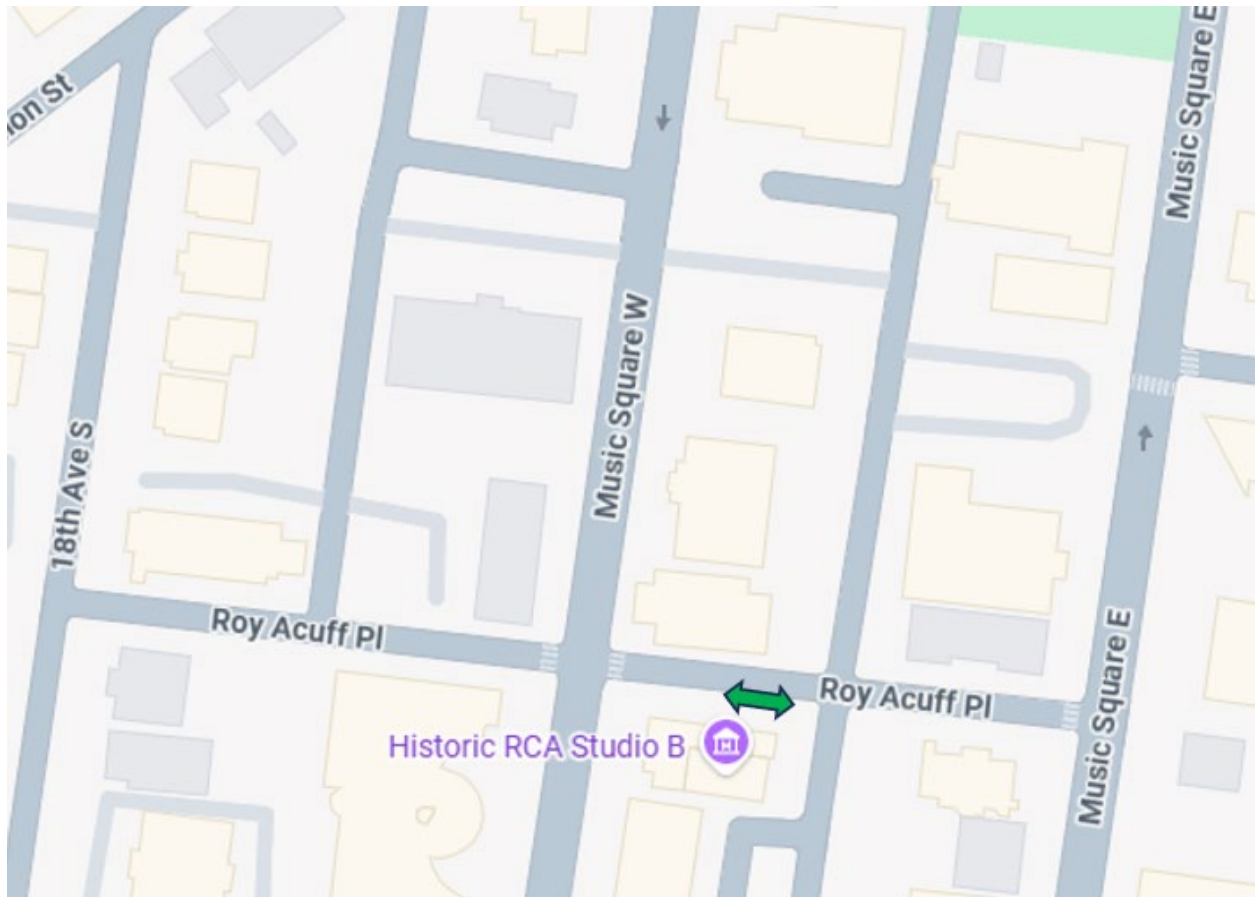
B. The department of public works is authorized, subject to the approval of the traffic and parking commission by amendment of Schedule VIII,* to establish parking meter zones at other locations upon these streets or parts of streets where it is determined upon the basis of an engineering and traffic investigation that the installation of parking meters shall be necessary to aid in the regulation, control and inspection of the parking of vehicles.

Metropolitan Code of Laws § 12.48.060, Public carrier stops and stands.

“The traffic and parking commission shall establish bus stops and bus stands for common carrier motor vehicles on such public streets, in such places and in such numbers as they shall determine to be of the greatest benefit and convenience to the public, and every such bus stop, bus stand, or other stand shall be designated by appropriate signs.”

Analysis: At the October 2024 meeting, the Commission authorized a bus permit parking only site on Rep John Lewis way between Demonbreun St and Korean Veterans Blvd. This approval allows for safe boarding and disembarking from bus vehicles that run a fixed route between the Country Music Hall of Fame and RCA Studio B in Music Row. Since new pay parking was deployed in Music Row, this same permitted bus vehicle no longer has available curb space for passenger loading and unloading at the Studio B site on Roy Acuff Pl. NDOT requests

authorization to designate up to 45 ft of curb space on the south side of Roy Acuff Pl and east of Music Sq W as Bus Permit Parking Only, 6AM—5PM / 7 days, with existing Pay Parking to remain effective during other hours, namely 5PM—Midnight / 7 days. It should be noted that the bus service has operated continuously for years. The recent change to expand Pay Parking to Music Row is what makes this request for Bus Permit Parking necessary to solve a problem at this specific location.



6.3 CD 19: Cancellation of permits for abandoned valet zones and approval of a new loading zone, requested by NDOT:

6.3.1 1901 Broadway, cancellation of valet and replacement with new loading zone, 24/7;

6.3.2 500 11th Ave N, cancellation of valet; and

6.3.3 215 1st Ave S, cancellation of valet

Recommendation: Cancellation of valet permits for 1901 Broadway, 500 11th Ave N, and 215 1st Ave S. Approval of new 24/7 loading zone at 1901 Broadway.

Commission Authority: Metropolitan Code of Laws § 12.41.040(c), Conditions of valet parking permits.

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;

Commission Authority: Metropolitan Code of Laws § 12.48.10, 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:

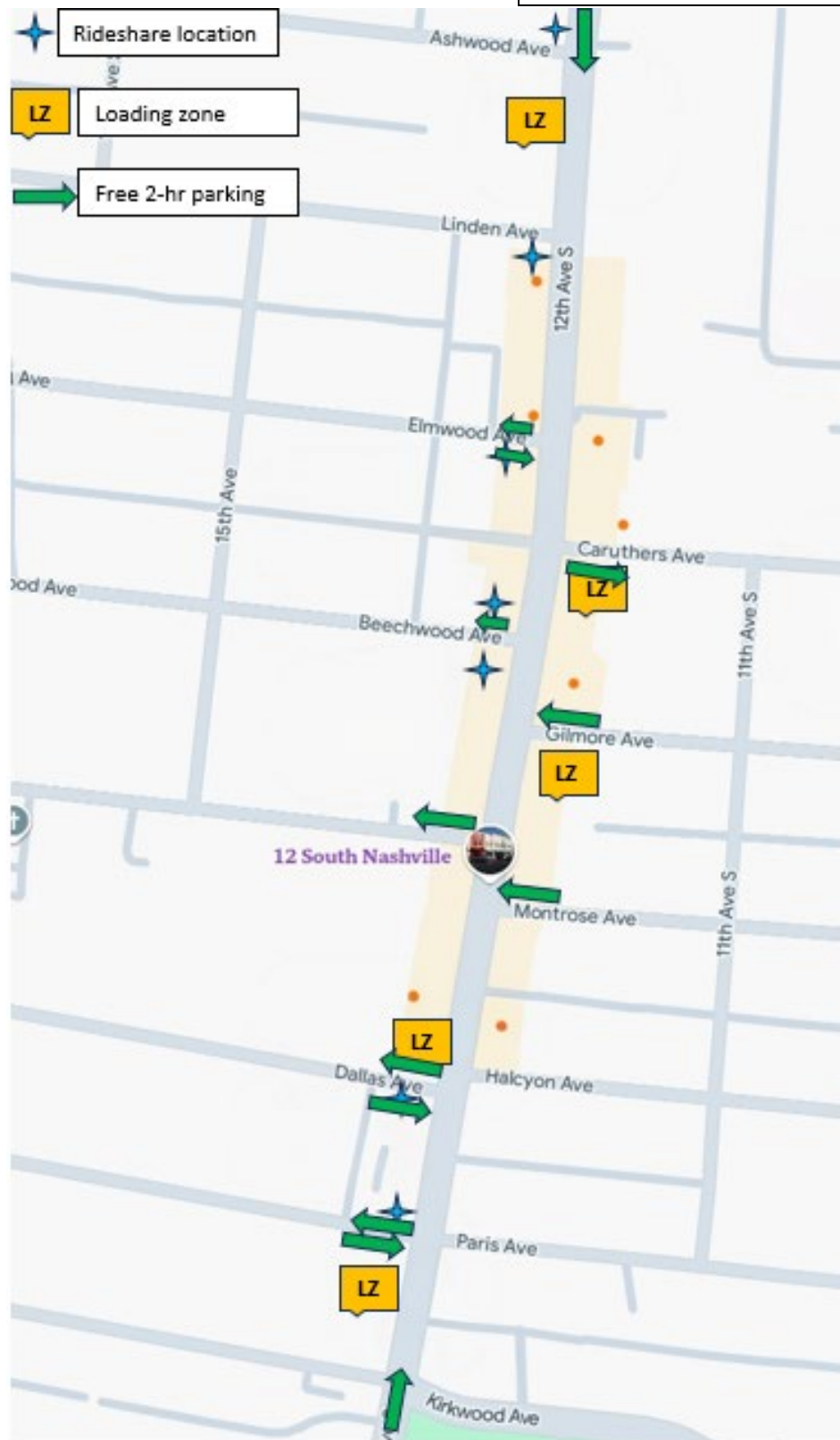
<i>1901 Broadway Located on 19th Ave S</i>	<i>Chuy's (non-payment of annual valet invoice and permanently closed)</i>	 <i>NDOT requests replacement with new 24/7 Loading Zone.</i>
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500 11th Ave N Located at NE corner of 11th Ave N and Nelson Merry St	Joe Muer Seafood (non-payment of annual valet invoice)	 Removal of valet usage reverts to free parking, consistent with adjacent parking uses.
215 1st Ave S Located on north side of Molloy St at 1st Ave S	Zuzu (non-payment of valet invoice)	 Removal of valet usage reverts to previously approved Pay Parking.

These three valet locations are no longer being used for valet purposes, and 2026 valet fee invoices have not been paid. Operators were notified that NDOT will request that the T&P Commission cancel the valet permits for these three locations. All locations are in parking pull-off lanes, which would revert back to their original uses as described above. NDOT requests approval of a new 24/7 loading zone for the valet lane located on 19th Ave S, the site of the now-closed Chuy's restaurant valet lane.

Unfinished Business

Exhibit for 7.1 for 12 South



7.1 CD 18: Approval of related traffic and parking changes for 12 South, requested by NDOT.

7.1.1 Authorization for 2-hour time limited parking on both sides of 12th Ave S, effective 6AM—8PM, between Ashwood Ave and Kirkwood Ave.

7.1.2 Approval for new rideshare pickup and drop-off zones as follows:

12 S & Ashwood Ave—NW corner;

12 S & Linden Ave—SW corner;

12 S & Elmwood Ave—SW corner;

12 S & Beechwood Ave—S and NW corner;

12 S & Dallas Ave—SW corner; and

12 S & Paris Ave—NW corner.

7.1.3 Approval for new loading zones, effective 6AM—10AM, with 2-hour time limited parking effective 10AM—8PM as follows:

12th Ave S on the west side, south of Ashwood Ave;

12th Ave S on the SE corner of Caruthers Ave;

12th Ave S on the SE corner of Gilmore Ave;

12th Ave S on the NW corner of Dallas Ave; and

12th Ave S on the west side, south of Paris Ave.

7.1.4 2-hour parking on the side streets next to the businesses from 6AM—8PM.

North & Southwest corners of Elmwood Ave at 12 South;

Northwest corner of Beechwood at 12 South;

Northwest corner of Sweetbriar Ave at 12 South;

Southeast corner of Caruthers Ave at 12 South;
North & southeast corners of Gilmore Ave at 12 South;
South & northwest corners of Dallas Ave at 12 South; and
South & northwest corners of Paris Ave at 12 South.

Recommendation:

Approval of new free two-hour time-limited parking, effective 6AM—8PM / 7 days, on both sides of 12th Ave S between Ashwood and Kirkwood;

Approval of new 12 South rideshare service zones, effective 24/7, at Ashwood, Linden, Elmwood, Beechwood, Paris, and Dallas;

Approval of new loading zones, effective 6AM—10AM / 7 days, with free time-limited two-hour parking from 10AM—8PM / 7 days at 12 South & Ashwood, Caruthers, Gilmore, Dallas, and Paris; and

Approval of new free two-hour time-limited parking adjacent to commercial businesses on Elmwood, Beechwood, Sweetbriar, Caruthers, Gilmore, Dallas, and Paris.

Commission Authority: Metropolitan Charter Sec. 11.904(a):

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

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: The neighborhoods adjacent to 12 South have been affected by substantial commercial development along the 12 South corridor and have sought and established multiple Residential Permit Parking zones on the residential side streets. NDOT has engaged with the CM Cash and with neighborhood stakeholders to propose a more comprehensive parking plan to better serve residents, businesses, and visitors by increasing availability of free parking and discouraging extended parking. It's hoped that this comprehensive parking plan will deter further piecemeal neighborhood petitions for even more residential permit parking zones.

Please note that the proposed two-hour time-limited parking is neither pay nor metered parking. It's proposed as free parking but limited to two hours to facilitate parking turnover during daytime hours. Loading zones are proposed for about 100 ft in length, except for the north sides of Dallas Ave (50ft) and Sweetbriar (50ft). Rideshare zones are proposed for effective 24/7 times and do not exceed 75 ft in length.

