



METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

JOHN COOPER
MAYOR

NASHVILLE DEPARTMENT OF TRANSPORTATION
AND MULTIMODAL INFRASTRUCTURE

MEMORANDUM

TO: Metropolitan Traffic and Parking Commission

FROM: Jason Oldham, Assistant Chief of Engineering,
Nashville Department of Transportation

DATE: January 3, 2023

SUBJECT: January 9, 2023, Traffic and Parking Commission Agenda Analysis

PURPOSE:

Provide 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.

STAFF ANALYSIS:

Consent Agenda

- 4.01. CD 19: Authorize a new restriction for right turn movements from eastbound James Robertson Pkwy onto southbound 3rd Ave N. Requested by WeGo and NDOT, SR 1624917.

Analysis: WeGo has requested a new restriction for right turns from eastbound James Robertson Pkwy onto southbound 3rd Ave N. The extremely short merge length (~80') from the middle lane to the right lane on James Robertson Pkwy at 3rd Ave N in combination with the need for traffic on the 'hook' to yield to through/right traffic on the rightmost lane on James Robertson Pkwy causes significant delays for WeGo operations and for general traffic, especially in the PM peak. The rightmost lane on eastbound James Robertson Pkwy would become a through-movement only. NDOT concurs with this problem and solution.



Recommendation: Authorize a right-turn restriction from James Robertson Pkwy to 3rd Ave N. After publication of the agenda WeGo requested that we defer indefinitely.

- 4.02. CD 26: Authorize a new restriction for left turn movements on Overcrest Drive at Harding Place during the hours of 4 PM—6 PM, Mon-Fri. Requested by CM Johnston and NDOT, SR 1605102.

Analysis: The crash history at this intersection has fourteen angle crashes, with six crashes occurring between 4PM and 6PM. NDOT recommends restricting the left turn movement on Overcrest Drive at Harding Place from 4PM to 6PM, Mon-Fri.





Recommendation: Restrict left turns from Overcrest Drive to Harding PI from 4PM to 6PM, Monday through Friday.

Regular Agenda

5.01. Authorization for new parking meter locations, requested by NDOT.

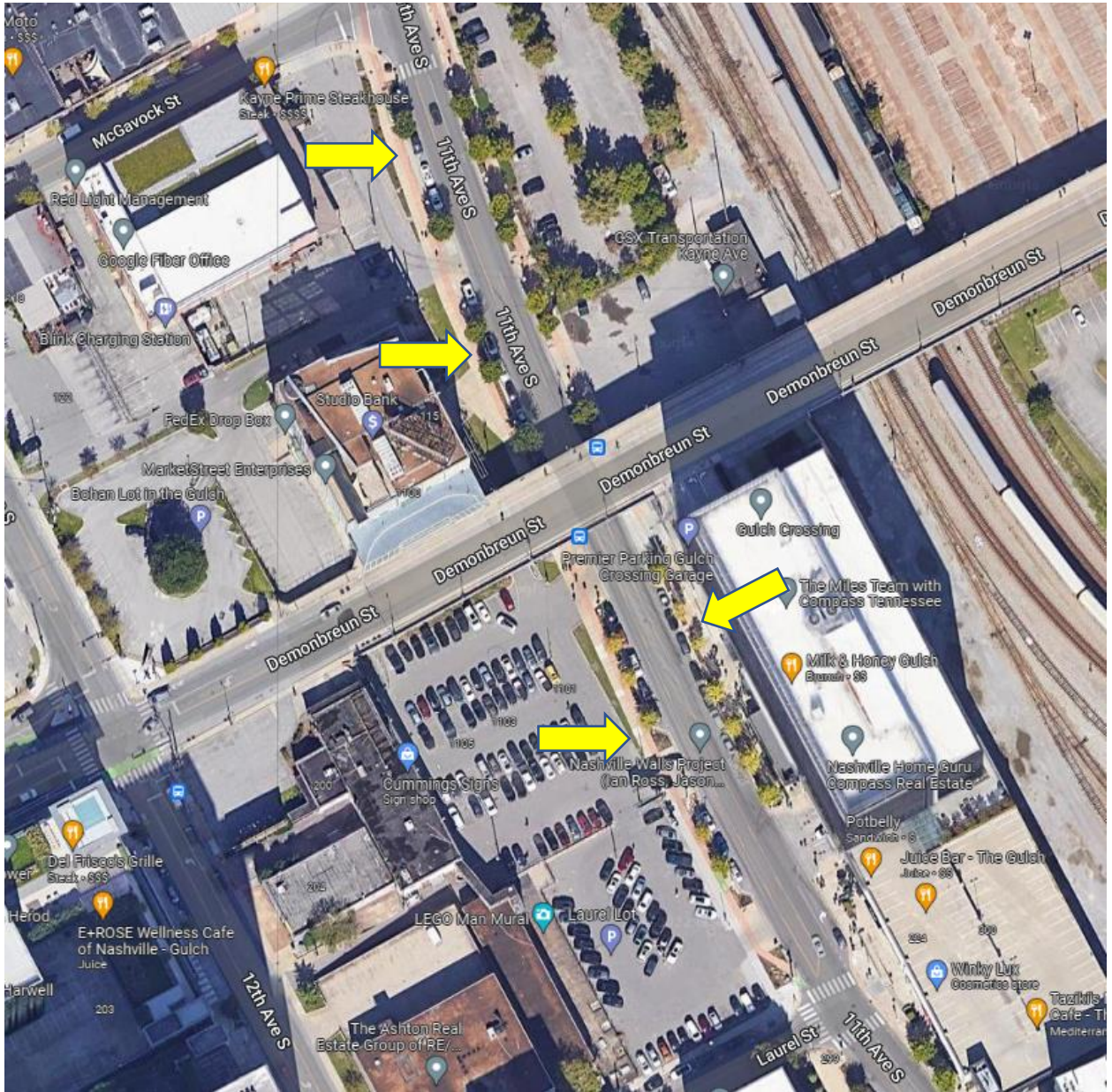
5.01.01. CD 19: Division St Bridge, west of 6th Ave S.



Analysis: There are 8 existing individually marked parking pull-off bays on the south side of Division St. None of these are currently metered. This location is inside the Central Business District, and if these spaces were metered they could be expected to generate an estimated total of \$91,984 in annual revenues, based on a 60% paid utilization rate, an hourly rate of \$2.25, 24/7.

Recommendation: Authorize new parking meters on the south side of Division St from 6th Ave S to the Division St bridge.

5.01.02. CD 19: 11th Ave S, between McGavock St and Laurel St.



Analysis: This location is in the Gulch, and is currently configured as individually marked unmetered parking in pull-off lanes adjacent to travel lanes along 11th Ave S. The free parking exists on both sides of 11th Ave S. This location likely could support an estimated installation of 26 new parking meters and could generate an estimated total of \$298,948 in annual revenues, based on a 60% paid utilization rate, an hourly rate of \$2.25, 24/7.

Recommendation: Authorize new parking meters on both sides of 11th Ave S from McGavock St to Laurel St.

5.01.03. CD 19: James Robertson Pkwy, both sides from Rep. John Lewis Way to 6th Ave N.



Analysis: James Robertson Pky is a median divided boulevard section at this location. It has existing unmarked parking pull-offs adjacent to the travel lanes in both directions. It's currently signed for 2-hour parking Mon—Fri. This location could support installation of approximately 22 new parking meters, which would generate an estimated annual revenue of \$252,956, using the same assumptions as the above previous locations within the Central Business District.

Recommendation: Authorize new parking meters on both sides of James Robertson Pkwy from Rep. John Lewis Way to 6th Ave N and remove existing 2-hour parking restrictions at this same location.

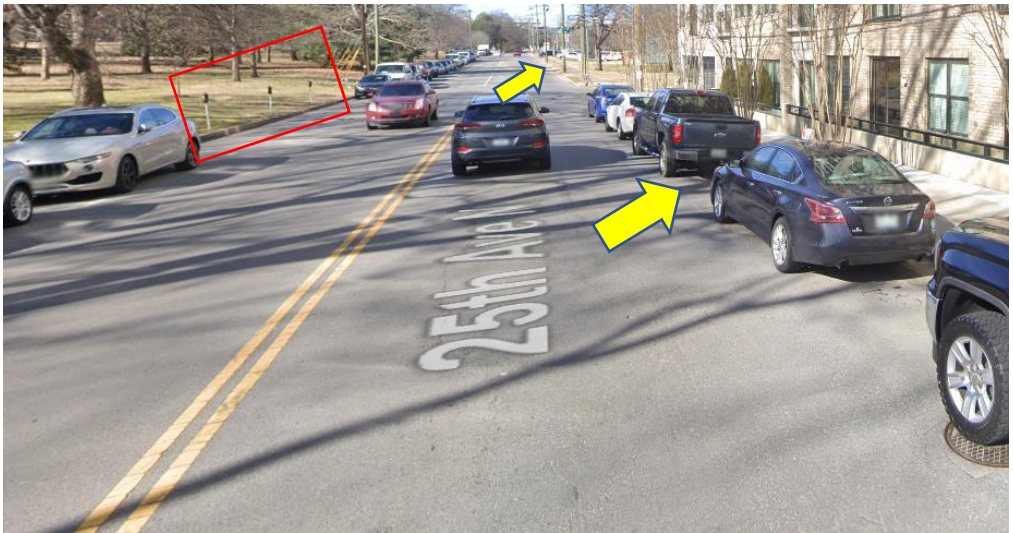
5.01.04. CD 19: Scarritt Pl, on the north side between 21st Ave S and 19th Ave S.



Analysis: The pavement width at this location on Scarritt Pl is 38 ft. An 8-ft parking lane would leave about 30 ft for two-way traffic. The south side of Scarritt Pl has several driveways. The north side of Scarritt Pl is currently used for free unmarked parking on a wide asphalt shoulder and could support installation of about 15 new parking meters. Expected annual revenue at this location outside of the Central Business District is an estimated \$95,820, based on 60% paid utilization, an hourly rate of \$1.75, 16/7.

Recommendation: Authorize new parking meters on Scarritt Pl between 21st Ave S and 19th Ave S.

5.01.05. CD 21: 25th Ave N, between Elliston Pl and Patterson St.

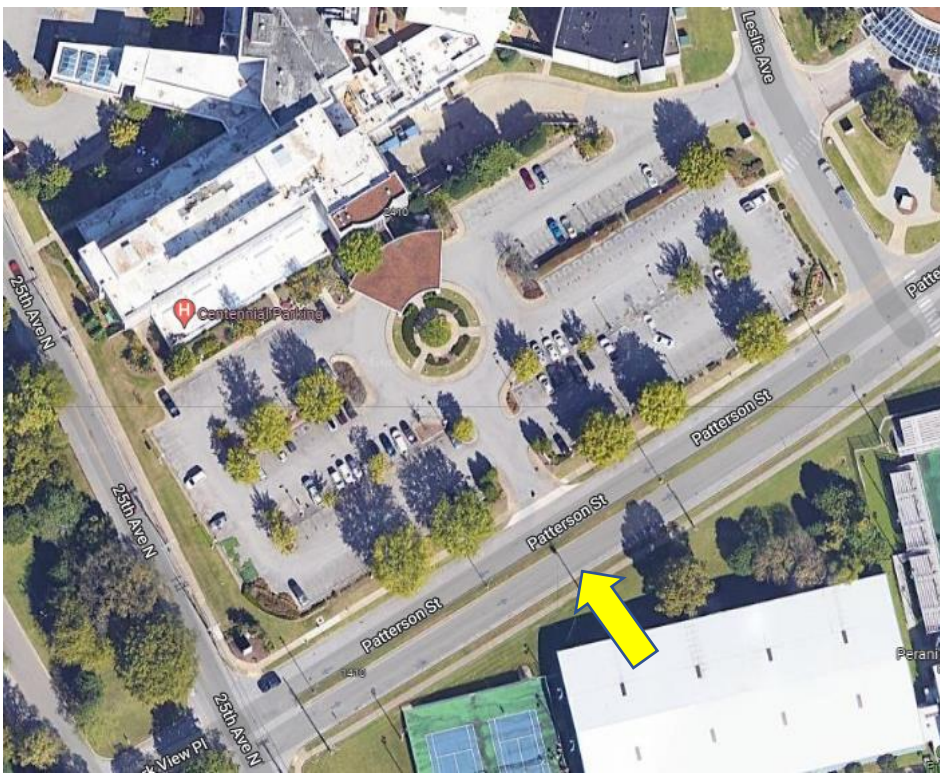


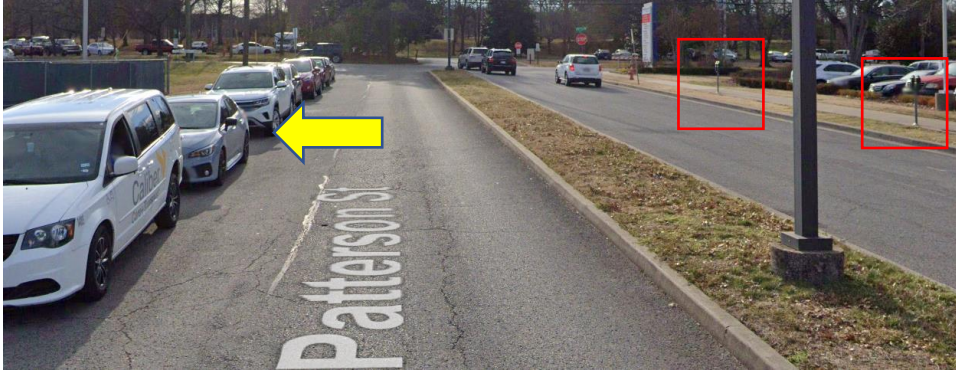
Analysis: 25th Ave N has existing parking meters on the west side of the road, abutting Centennial Park. However, the east side of the road is currently used for free parking between Elliston & Patterson. The pavement width varies but was measured at 46 ft. Using 8 ft of pavement for each parking lane leaves about 30 ft of pavement which is more than enough for two 15-ft lanes. It's estimated that 30 new parking meters can be installed on the east side of 25th Ave. Using the above assumptions (60% utilization, \$1.75/hour, 16/7) outside of the CBD, annual revenue for 30 new meters at this location is estimated around \$191,640.

Recommendation: Authorize new parking meters on 25th Ave N from Elliston Pl to Patterson St.

5.01.06. CD 21: Patterson St, on the south side between 25th Ave N and Leslie Ave.

Analysis: This location is between the Centennial Sportsplex and Centennial Hospital campus. The roadway is a median divided boulevard section, with about 25 ft of pavement for each direction, configured in two lanes each direction. The southern lane is currently used for free parking between 25th Ave N and Leslie Ave. The eastbound lane abutting the hospital has existing parking meters. Using the above assumptions (60% utilization, \$1.75/hour, 16/7) outside of the CBD, annual revenue for 20 new meters at this location is estimated around \$127,760.





Recommendation: Authorize new parking meters on the south side of Patterson St from 25th Ave N to Leslie Ave.

5.01.07. CD 19: Lea Ave, on the north side between Rutledge St and 2nd Ave S.

Analysis: Lea Ave is within the CBD and has 31 ft of pavement. The proposed metered parking lane is currently used for free parking and abuts vacant land. Residential properties are on the south side of Lea Ave, with ample private parking. While the south side of Lea Ave has no parking meters, the presence of multiple driveways is a limiting factor for meters on the south side. This location could support installation of 11 new meters generating \$126,478 annually, based on above assumptions.



Recommendation: Approve new parking meters on Lea Ave from Rutledge St to 2nd Ave S.

5.01.08. CD 19: 9th Ave S, on the west side between Gleaves St and Division St.

Analysis: 9th Ave S at this location has 33 ft of pavement. The east side of 9th Ave S is currently signed No Parking. Currently in use for free parking, the west side has several driveway cuts but

could support the installation of up to 10 new parking meters. Annual revenues, based on assumptions for the CBD (60% utilization, \$2.25 rate, 24/7), are estimated at \$114,980.

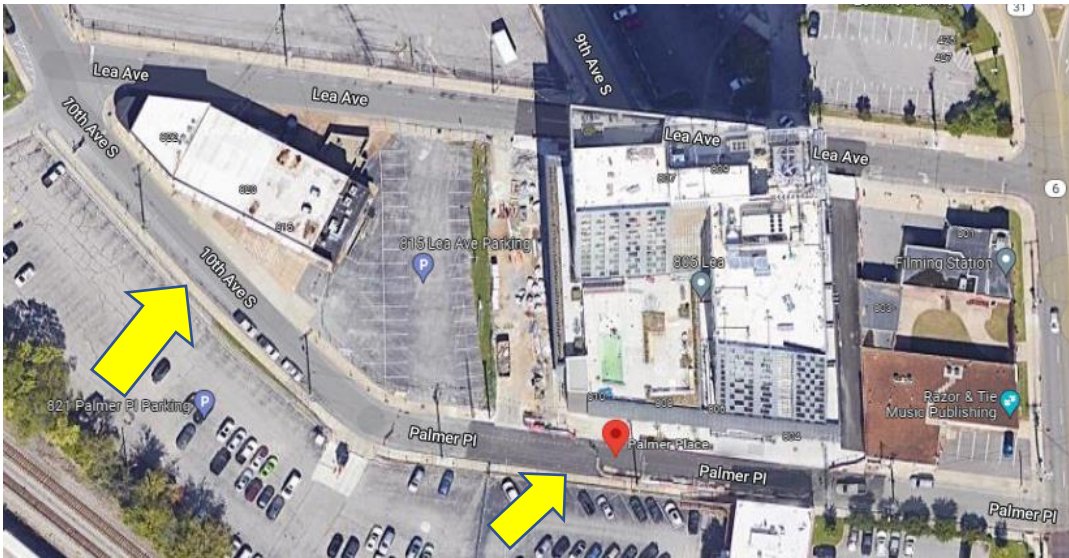


Recommendation: Authorize new parking meters on 9th Ave S from Gleaves St to Division St.

5.01.09. CD 19: 10th Ave S/Palmer Pl, on the south side from Lea Ave to 8th Ave S.

Analysis: 10th Ave S/Palmer Pl changes names between Lea Ave and 8th Ave S. The roadway has 24 ft of pavement, from face of curb. It is currently configured for two-way traffic. Motorists are using the south/west side of the road for free parking. Private pay lots are located on either side,

and existing parking meters are just to the north at Cummins Station. The opposite side of the road is already signed for No Parking. An 8-ft metered parking lane would leave about 16 ft for two-way traffic, resulting in yield flow conditions. With the south/west side of the road being used for free parking right now, yield flow conditions already exist. Approximately 25 new meters could be installed at this location, with an estimated \$287,450 in annual meter revenues, based on previous assumptions.



Recommendation: Authorize new parking meters for 10th Ave S/Palmer Pl from Lea Ave to 8th Ave S.

5.01.10. CD 21: Elliston Pl, on the south side between 25th Ave N and 23rd Ave N.

Analysis: Elliston Pl has 48 ft of pavement at this location and abuts parcels currently under redevelopment where Elliston meets West End. The roadway has a mixture of metered and free parking. Approximately 30 new parking meters could be installed at this location, with annual meter revenue estimated to be \$191,640, based on above assumptions.



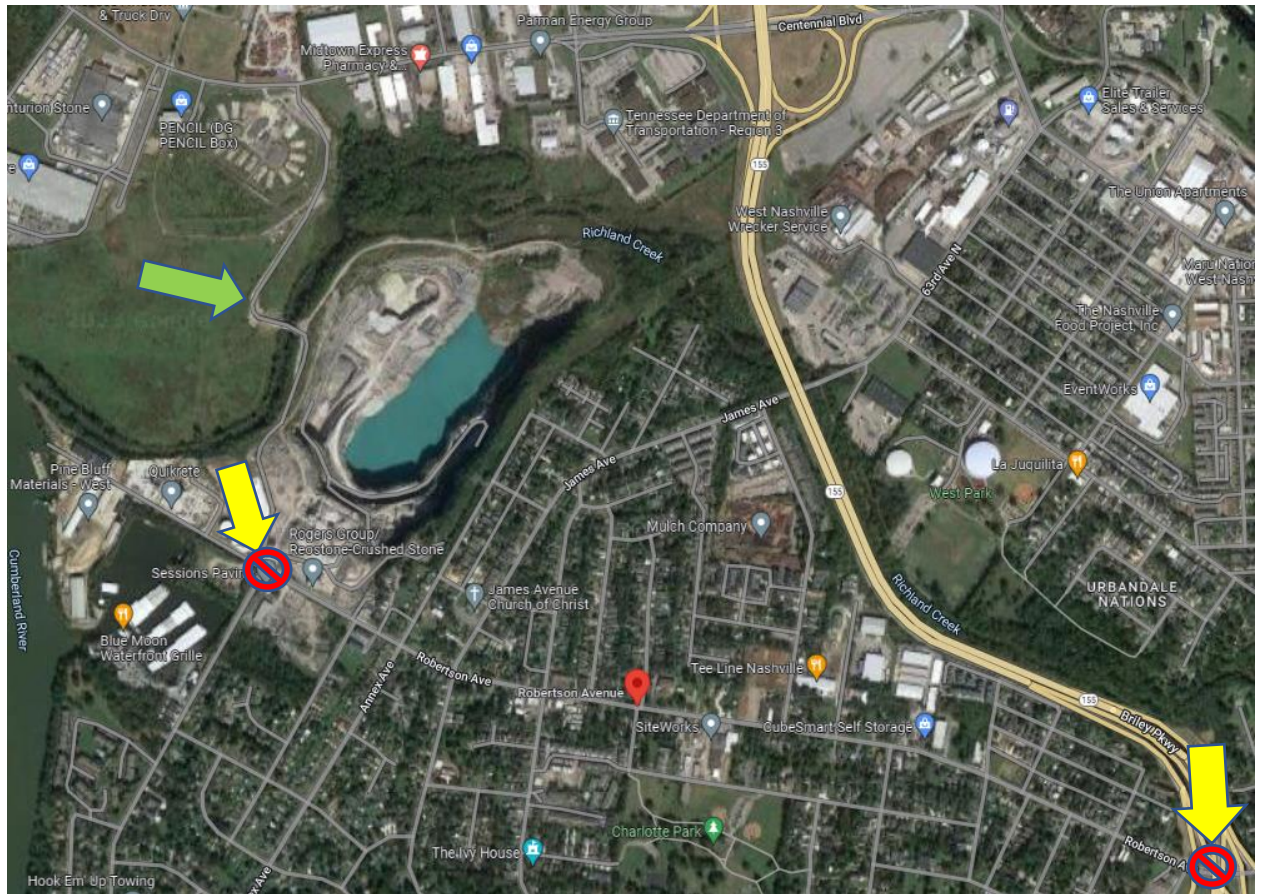
Recommendation: Authorize new parking meters for the south side of Elliston Place from 23rd Ave N to 25th Ave N.

- 5.02. CD 20: Authorize a new truck restriction for Robertson Ave from Briley Pkwy to Basswood Ave, requested by CM Roberts and NDOT, SR 1622223.

Analysis: Robertson Ave in west Nashville is a two-lane road that connects heavy industrial parcels on the western terminus to Briley Pkwy and I-40 in the east, passing through residential neighborhoods. Residents have frequently made complaints about truck traffic on Robertson Ave, but until very recently there has been no other outlet for existing truck traffic, except through another neighborhood.

Rogers Group, owners of a quarry near the western end of Robertson Ave and Reostone recently constructed a new access road and a bridge over Richland Creek, which connects their properties from Basswood Ave to a new connection to Cockrill Bend Blvd. Rogers Group and Rogers Group affiliate Reostone, along with other adjacent heavy industrial businesses, Hunter, IMI, and Pine Bluff desire to work collaboratively with the Metro Government to reduce heavy truck traffic on Robertson Ave and have executed a memorandum of understanding (Exhibit A) for a perpetual ingress/egress easement for the benefit of Rogers Group, Reostone, Hunter, IMI, and Pine Bluff to redirect truck traffic from Robertson Ave to Cockrill Bend Blvd via this new access road on private properties.

Accordingly, a new truck restriction is requested for Robertson Ave from Basswood Ave to Briley Pkwy.



Recommendation: Approve a new truck restriction for Robertson Ave from Basswood Ave to Briley Pkwy.

Unfinished Business

6.01. Smart Parking Business Plan Presentation by NDOT Director.

New Business

7.01 T&P Website Contact Information change.

Other Items