



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 4, 2024

SUBJECT: June 10, 2024, 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

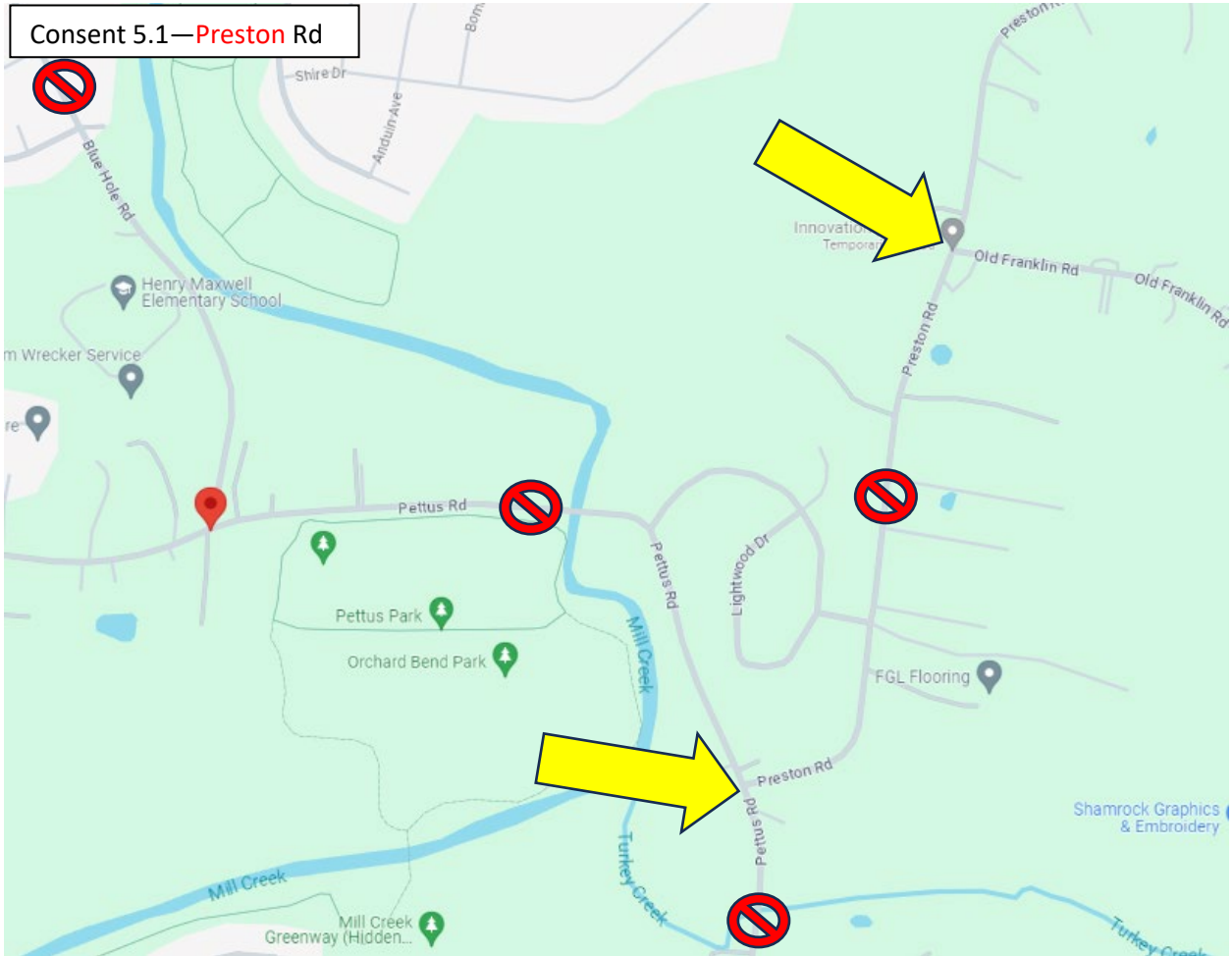
5.1 CD 33: Authorization for a new Truck Restriction, no trucks over 8 tons on Pettus Preston Rd from Pettus Rd to Old Franklin Rd, requested by NDOT.
--

Item 5.1 should be for Preston Rd. Item 5.2 should be for Pettus Rd.

Recommendation: Approval of new vehicle size restriction, no trucks over 8 tons on **Preston Rd from Pettus Rd/Old Hickory Blvd to Old Franklin Rd.**

Analysis: Three new truck restrictions are on this month's consent agenda, and all are related to some truck drivers' failure to navigate the roundabout at Blue Hole and Pettus. Approval of these truck restrictions will prohibit all trucks, except for deliveries as allowed by Code, from routing through the roundabout at Pettus Rd and Blue Hole Rd.

It's believed that trucks are relying on GPS to route around congestion on I-24 and some are getting stuck in the roundabout.



5.2 CD 33: Authorization for a new Truck Restriction, no trucks over 8 tons on ~~Preston~~ **Pettus** Rd from Old Hickory Blvd to Old Hickory Blvd, requested by NDOT.

Item 5.1 should be for Preston Rd. Item 5.2 should be for Pettus Rd.

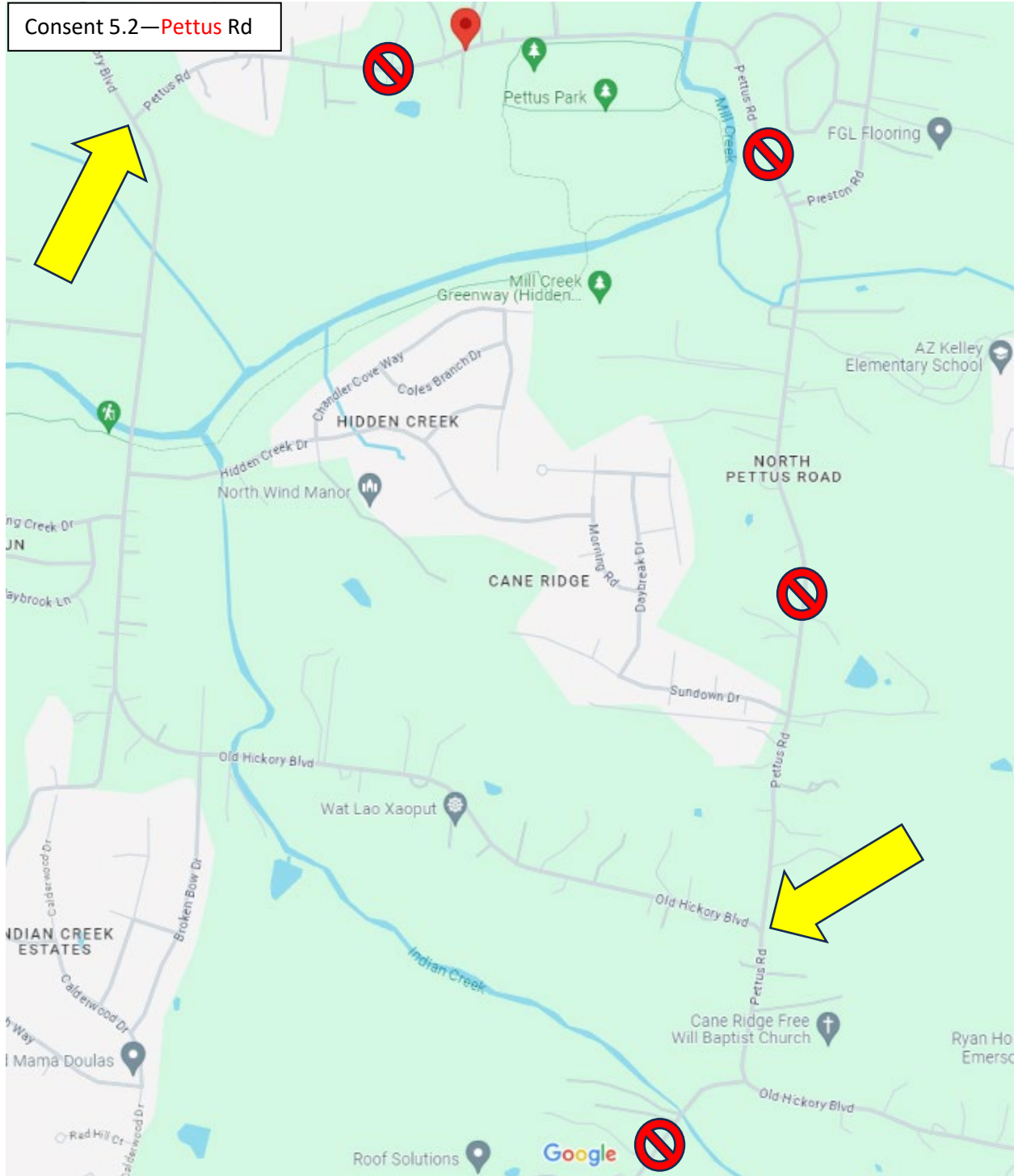
Recommendation: Approval of new vehicle size restriction, no trucks over 8 tons on **Pettus Rd from Old Hickory Blvd to Old Hickory Blvd.**

Analysis: Pettus Rd is a rural road configured with two 10-ft +/- travel lanes. Old Hickory Blvd is segmented in the part of the county and does not have vehicle size restrictions. Pettus Rd south of the southernmost segment of Old Hickory has existing vehicle size restrictions. With the Commission's approval of this request, the whole length of Pettus Rd will be signed with vehicle size restrictions (no trucks over 8 tons). Old Hickory Blvd remains available as an east-west route.

Consent 5.2—Pettus Rd school zone near Thurgood Marshall Middle School



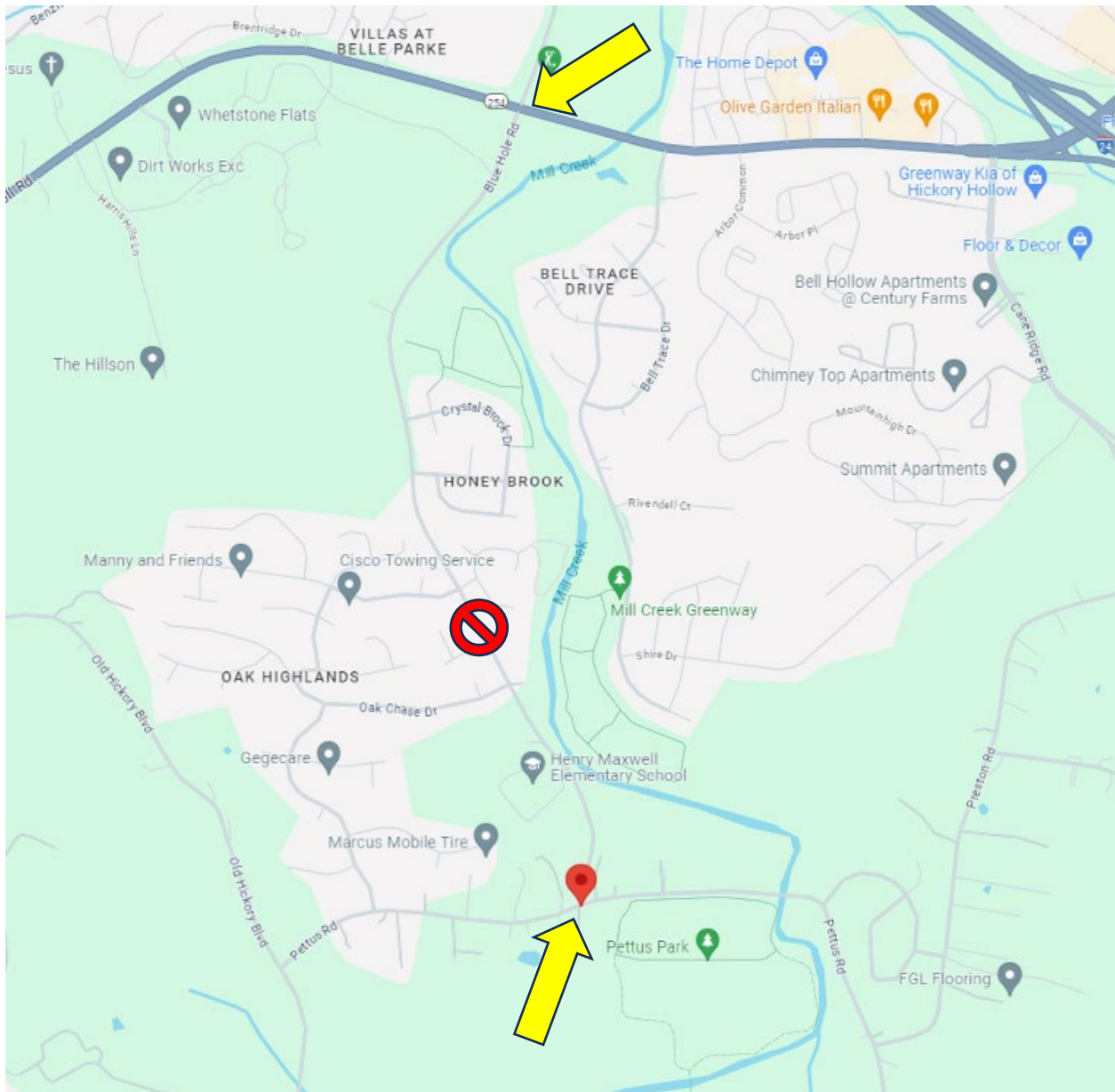
Consent 5.2—Pettus Rd



5.3 CD 33: Authorization for a new Truck Restriction, no trucks over 8 tons on Blue Hole Rd from Bell Rd to Pettus Rd, requested by NDOT.

Recommendation: Approval of new vehicle size restriction, no trucks over 8 tons on Blue Hole Rd from Bell Rd to Pettus Rd.

Analysis: Blue Hole Rd is a rural road similar to Pettus and Preston Roads, configured with two 11-ft travel lanes. Approval of this vehicle size restriction would prevent trucks over 8 tons from routing through the roundabout at Blue Hole and Pettus.





Recommendation: Approve Pedestrian Hybrid Beacon at the intersection of Dickerson Pk and Rock St.

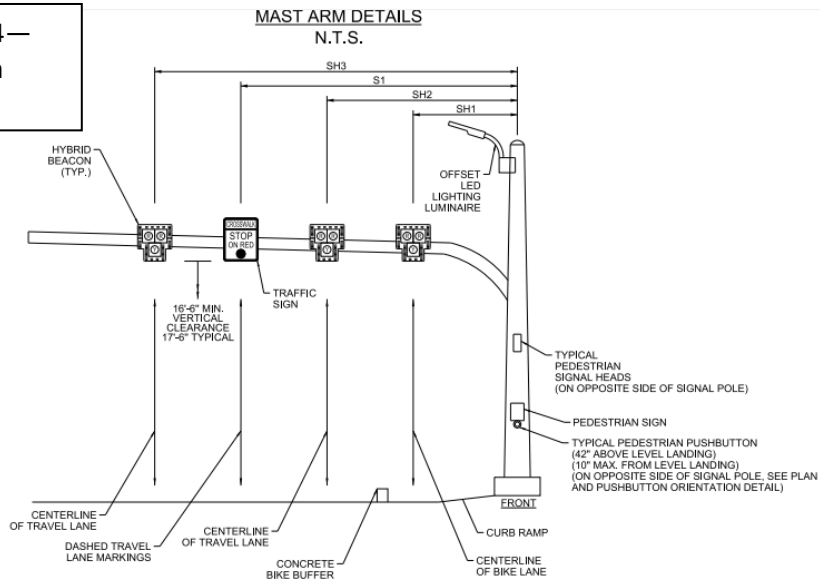
Analysis: A signal warrant analysis was prepared for this intersection to determine the need for a potential traffic signal at this existing unsignalized intersection. Based on the four-hour vehicle volume, a signal is recommended under warrant 2. A developer of property to the north is conditioned to install a new traffic signal with the realignment of Lemuel Rd and Dellway Dr. Therefore, NDOT requests a PHB signal (formerly called a HAWK signal) to aid in pedestrian crossings at this intersection near Rocketship Elementary school.

Dickerson Pike at Rock Street operates as an unsignalized two-way stop-controlled intersection. Dickerson Pike is an undivided four-lane roadway with a center two-way-left-turn lane (TWLTL) designated as a T4-M-AB5-IM Arterial-Boulevard as classified by Nashville's Major and Collector Street Plan (MCSP). At the project intersection, the northbound and southbound approaches of Dickerson Pike each consist of one through lane and one shared through/right turn lane. A TWLTL is present along Dickerson Pike and services left turning vehicles while also providing queueing storage for both directions of traffic. Dickerson Pike has a posted speed limit of 40 mph through the study intersection.

Rock Street is an undivided two-lane roadway designated as a local street as classified by Nashville's Major and Collector Street Plan (MCSP). At the project intersection, the eastbound approach of Rock Street operates as stop controlled and consists of one shared left/through/right turn lane. Pavement markings are worn and not visible along Rock Street. There is no posted speed limit along Rock Street. Sidewalk is present along the south side of Rock Street along the elementary school frontage. A proposed development will construct sidewalk along the north side of Rock Street at and around the study intersection.



Consent Item 5.4—
Typical mast arm
details for a PHB



SIGNAL SUPPORT POLE DATA AND MAST ARM DETAILS *

POLE NO.	POLE TYPE	HEIGHT	MAST ARM LENGTH	ATTACHMENT HEIGHT **	FOOTING DEPTH ***
1	CANTILEVER	30'-0"	40.0'	16'-0"	15'-0"
2	CANTILEVER	30'-0"	40.0'	16'-0"	15'-0"

* SIGNAL SUPPORT POLE TO BE POWDER COATED BLACK CORE STYLE FATIGUE CATEGORY 2.

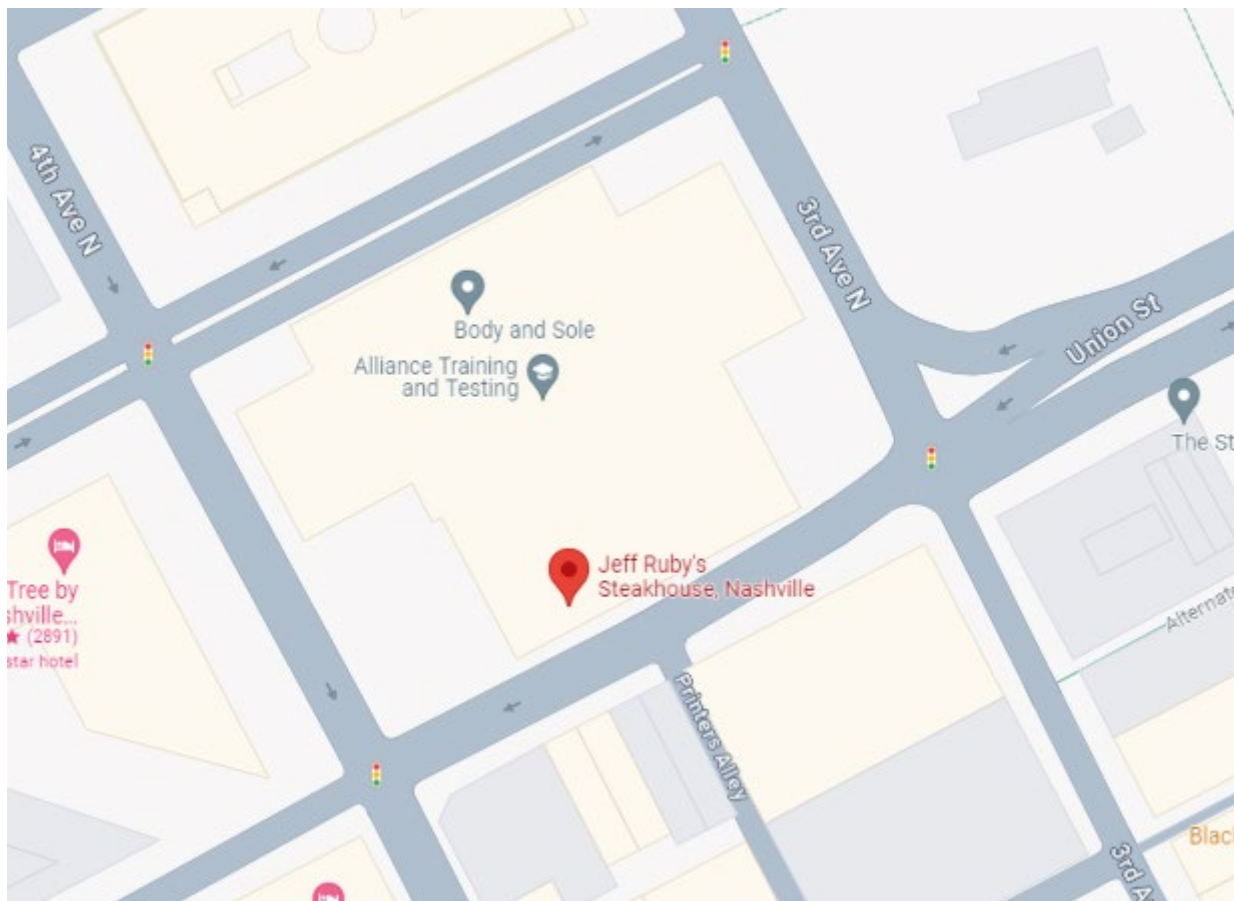
** CONTACT M. HIRTZER AT NDOT (615-880-3261 PRIOR TO MAKING ATTACHMENT. A MINIMUM OF 17 FEET CLEARANCE MUST BE ACHIEVED TO THE BOTTOM OF ALL SIGNAL HEADS.

*** PROVIDED FOR ESTIMATION PURPOSES ONLY. CONTRACTOR SHALL SUBMIT SIGNAL POLE FOOTING DESIGN CALCULATIONS ALONG WITH SHOP DRAWINGS FOR APPROVAL PRIOR TO FABRICATION. DESIGN SHALL BE BASED UPON AASHTO LOADING AND DESIGN CRITERIA PUBLISHED IN THE LATEST EDITION OF "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS".

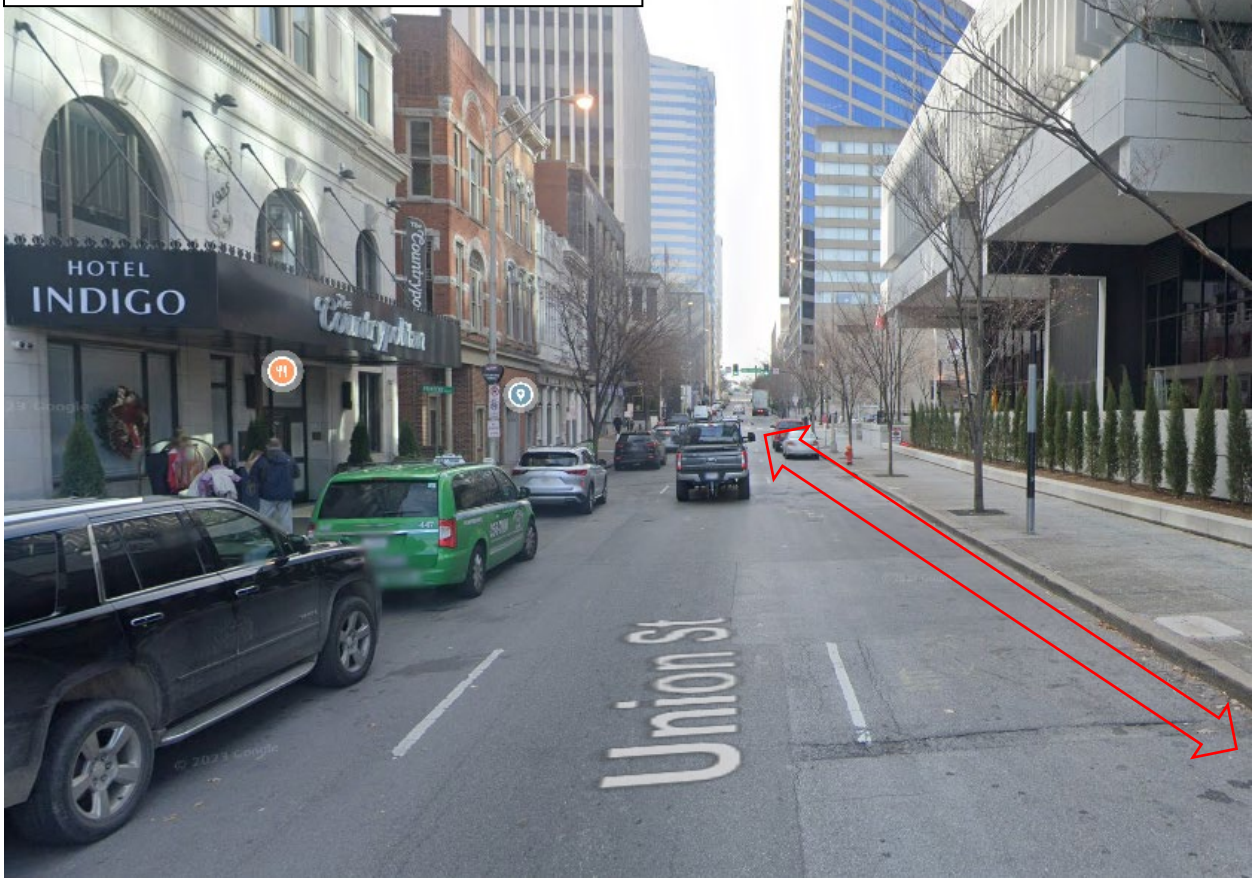
5.5 CD 19: Approval for relocation of existing valet lane from Union St to 300 4th Ave N, and new No Parking restrictions on the north side of Union St, requested by NDOT.

Recommendation: Approve relocation of existing valet lane from north side of Union St at 4th Ave N to east side of 4th Ave N at Union St, and approve new No Parking or Standing Anytime on the north side of Union St between 3rd Ave N and 4th Ave N.

Analysis: Multiple existing valet lanes and parking lanes on Union St restrict traffic flow to a single lane. NDOT requests to relocate the valet lane on the north side of Union St to a new location on the east side of 4th Ave N. Approval would allow for two one-way westbound travel lanes on Union St. The relocated valet lane would share space with metered parking on 4th Ave N.



5.5 Valet relocation and No Parking on Union St



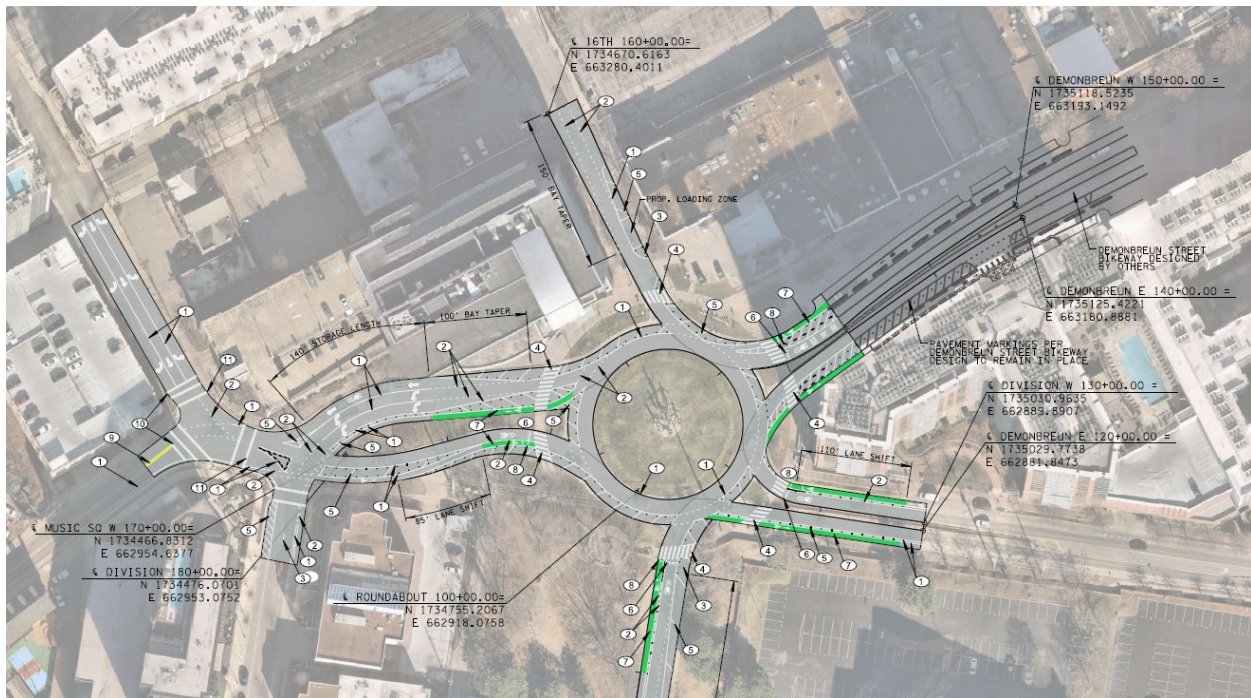
Regular Agenda

6.1 Ethics Refresher

Analysis: Presentation only.

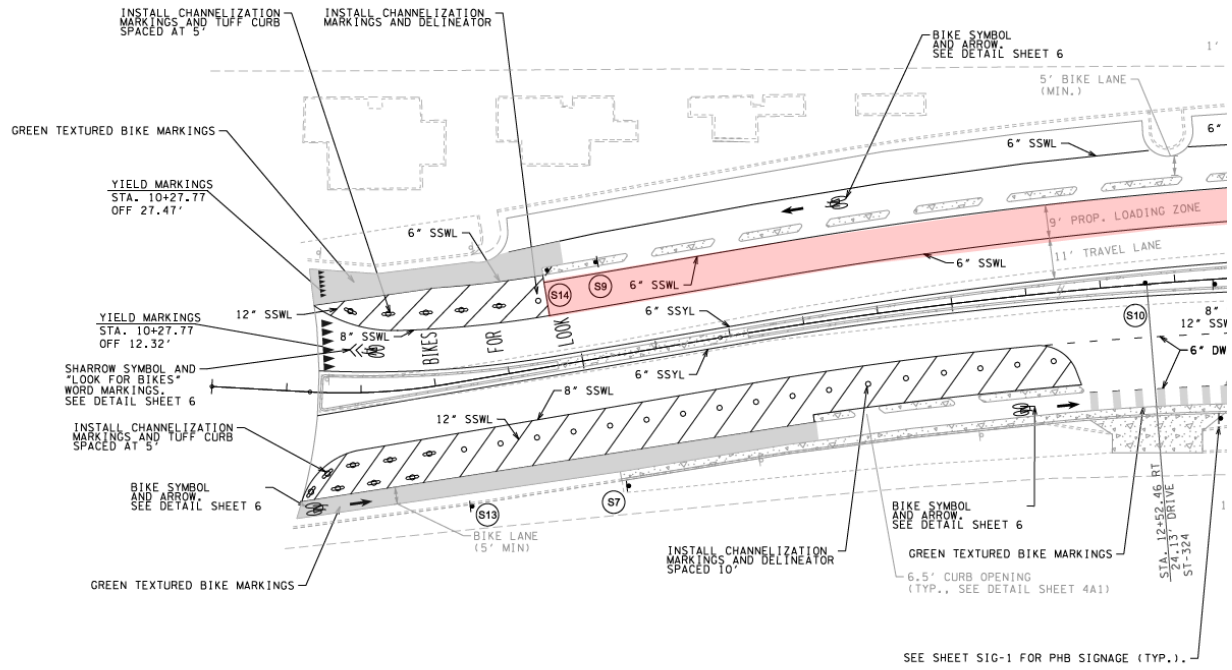
6.2 CD 19: Approval of Demonbreun Hill Bikeway improvements, requested by NDOT.
6.2.1 Authorization to reduce posted speed limit on Demonbreun St from 30 mph to 25 mph between 14 th Ave S and Buddy Killen Circle.
6.2.2 Authorization for a new Pedestrian Hybrid Beacon on Demonbreun St between 14 th Ave S and Buddy Killen Circle.
6.2.3 Authorization to permanently remove a total of 31 pay parking spaces (20 north side and 11 south side) of Demonbreun St between 14 th Ave S and Buddy Killen Circle.
6.2.4 Authorization for three new loading zones, 300 ft on the north side, 50 ft on the north side, and 70 ft on the south side of Demonbreun St between 14th Ave S and Buddy Killen Circle, effective 24/7.
6.2.5 Authorization for approximately 64 new pay parking spaces to replace the parking lost to the bikeway project and increase the inventory of nearby pay parking— <ul style="list-style-type: none"> • 17th Ave S/Music Square W between Roy Acuff & Division (18 spaces +/-) • 17th Ave S/Music Square W between Chet Atkins & Roy Acuff (12 spaces +/-) • 17th Ave S/Music Square W between Grand & Chet Atkins (14 spaces +/-) • 16th Ave S/Music Square E between Music Circle S & Division (6 spaces +/-) • 16th Ave S/Music Square E between South St & Music Circle S (4 spaces +/-) • 16th Ave S/Music Square E between Grand & South St (10 spaces +/-)

Recommendation: Approval of reduced speed limit, new pedestrian hybrid beacon, removal Demonbreun St pay parking with relocation of pay parking on Music Sq E and Music Sq W, and new loading zones on Demonbreun St.

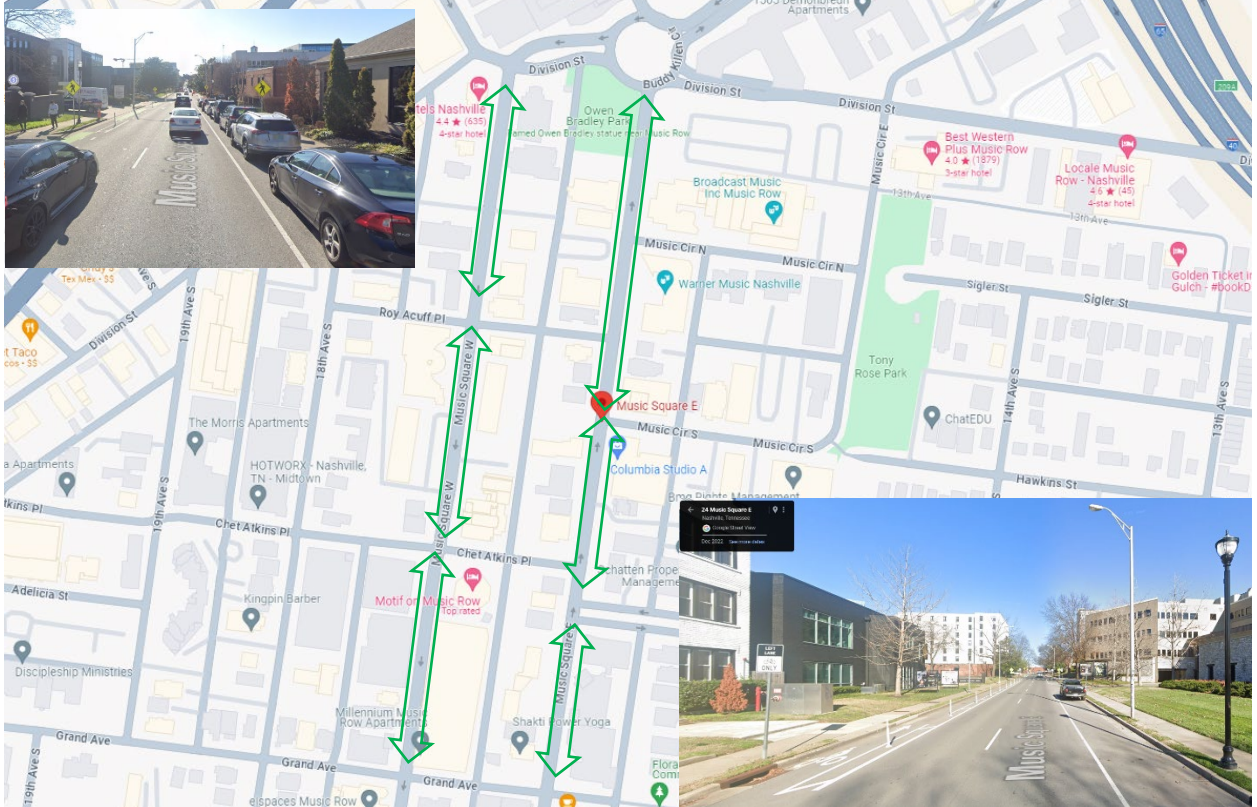


Analysis: NDOT is committed to extensive pedestrian and bikeway enhancements in the vicinity of the Buddy Killen roundabout, extending out to Demonbreun, Division, Music Square, 16th Ave N, and 17th Ave N. NDOT has multiple requests to the Commission for approval to make traversing the roundabout safer for passage of bicycles and pedestrian modes. The July T&P agenda will include a request for an additional loading zone on 16th Ave N, but is not a part of this June agenda.

Regular Agenda 6.2.4—Detail of Demonbreun St bikeway improvements with part of a new loading zone on Demonbreun



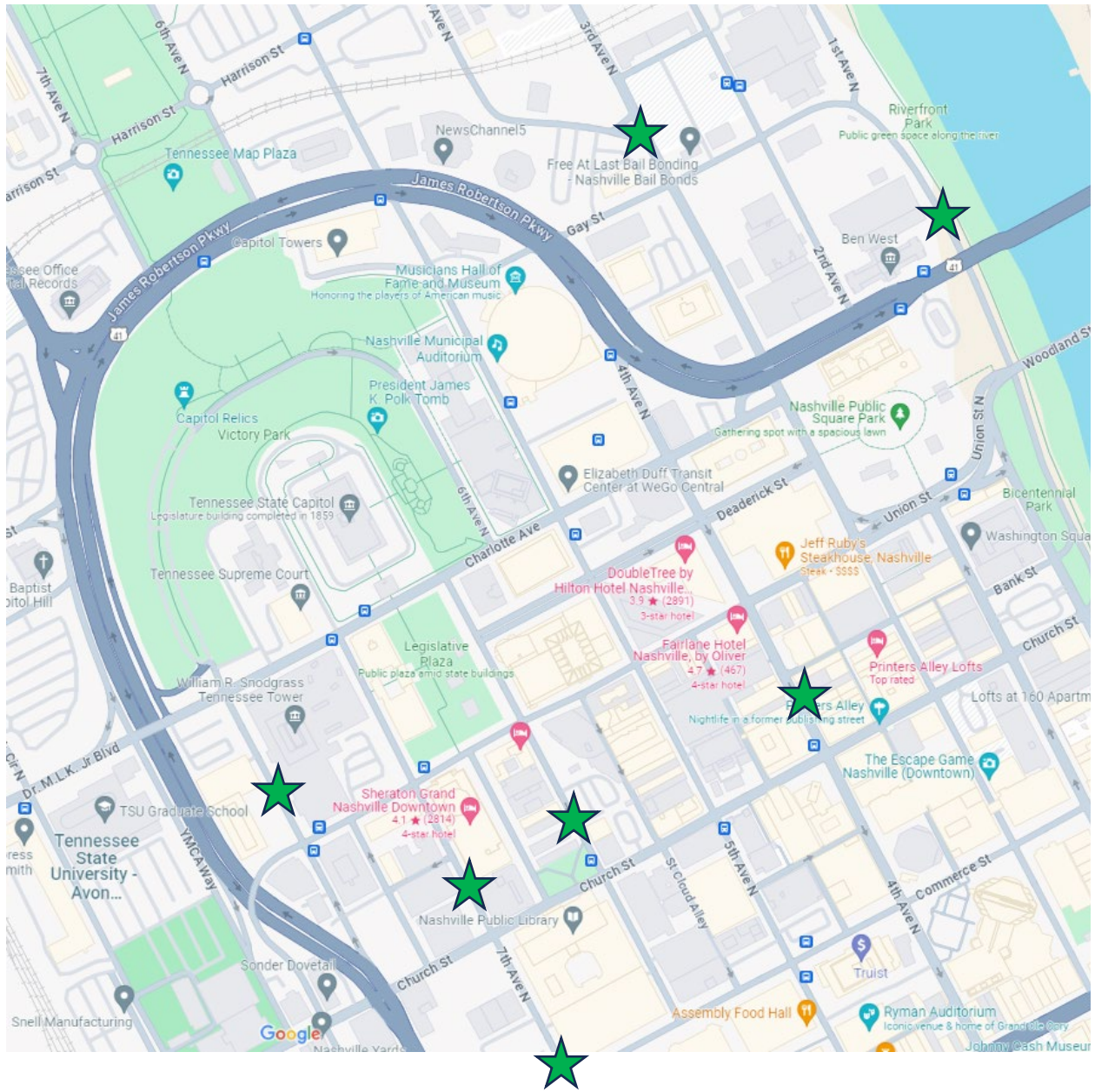
Regular Agenda 6.2.5—New pay parking locations



6.3 CD 19: Authorization for new Pay Parking, co-located with existing loading or permit zones, requested by NDOT.
<ul style="list-style-type: none"> 6.3.1 Gay St Connector, on the west side south of 1st Ave N, effective 6PM-6AM Mon-Fri and all day weekends, for 39 spaces currently designated for Permit Parking 6AM-6PM Mon-Fri;
<ul style="list-style-type: none"> 6.3.2 4th Ave N, on the east side south of Bankers Alley, effective 6PM-6AM / 7 days, for 2 spaces currently designated for Loading Zone 6AM-6PM;
<ul style="list-style-type: none"> 6.3.3 6th Ave N, on the west side between Church St and Union St, effective 24/7, for 11 spaces currently designated No Parking 7AM-9-AM and 4PM-6PM Mon-Fri;
<ul style="list-style-type: none"> 6.3.4 7th Ave N, on the east side between Broadway and Commerce St, effective 5PM-8AM / 7 days, for 3 spaces currently designated as Loading Zone from 8AM-5PM;
<ul style="list-style-type: none"> 6.3.5 7th Ave N, on the west side at Church St, effective 6PM-8AM / 7 days, for 2 spaces currently designated as a Loading Zone from 8AM-6PM;
<ul style="list-style-type: none"> 6.3.6 Rosa L Parks Blvd Ave, on the east side south of Union St, effective 6PM-8AM / 7 days, for 1 space currently designated as Loading Zone from 8AM-6PM;
<ul style="list-style-type: none"> 6.3.7 3rd Ave N, on the east side between Gay St and railroad, effective 24/7 for up to 7 spaces, currently undesignated.

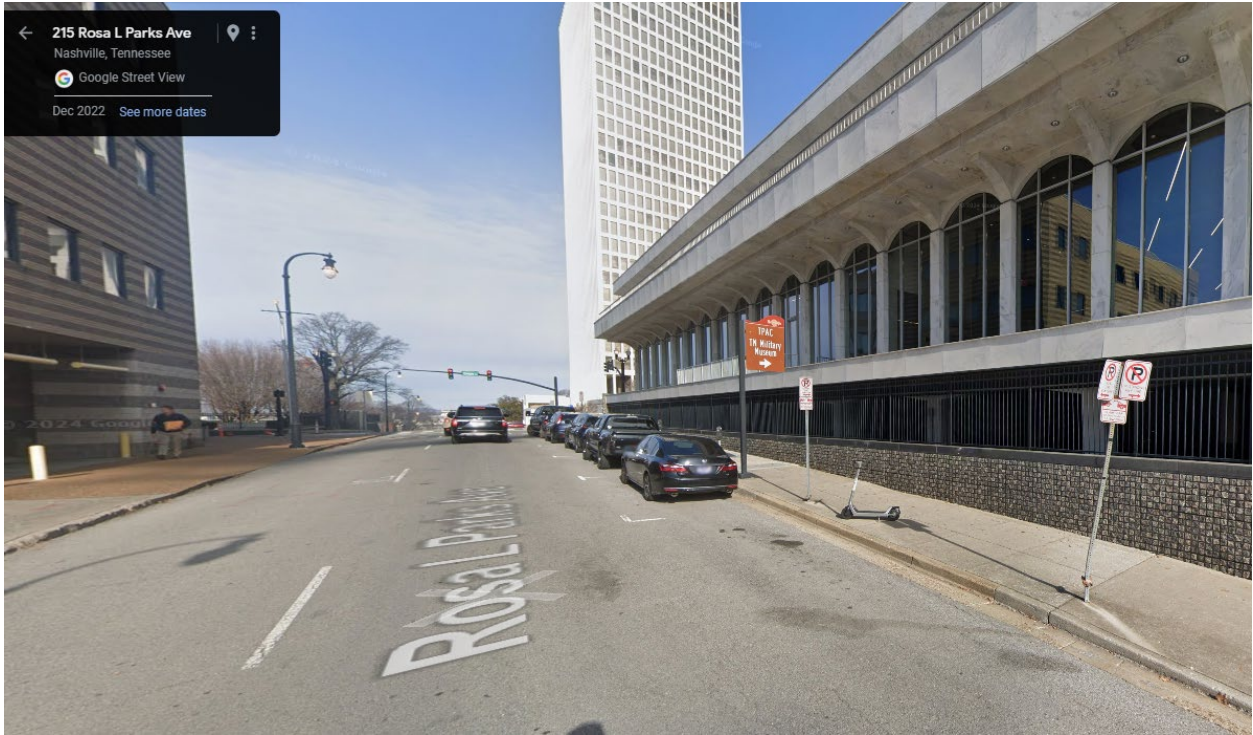
Recommendation: Approval of new pay parking on during all other times, as specified on Gay St Connector, 4th Ave N, 6th Ave N, 7th Ave N, Rosa L Parks Blvd **Ave, and 3rd Ave N.**

Analysis: Numerous locations in the central business district have designated loading zones or other permitted curb spaces that have limited hours of enforcement. For times outside of those loading zone or permit hours, NDOT is requesting authorization to establish new pay parking during all other times for these locations.







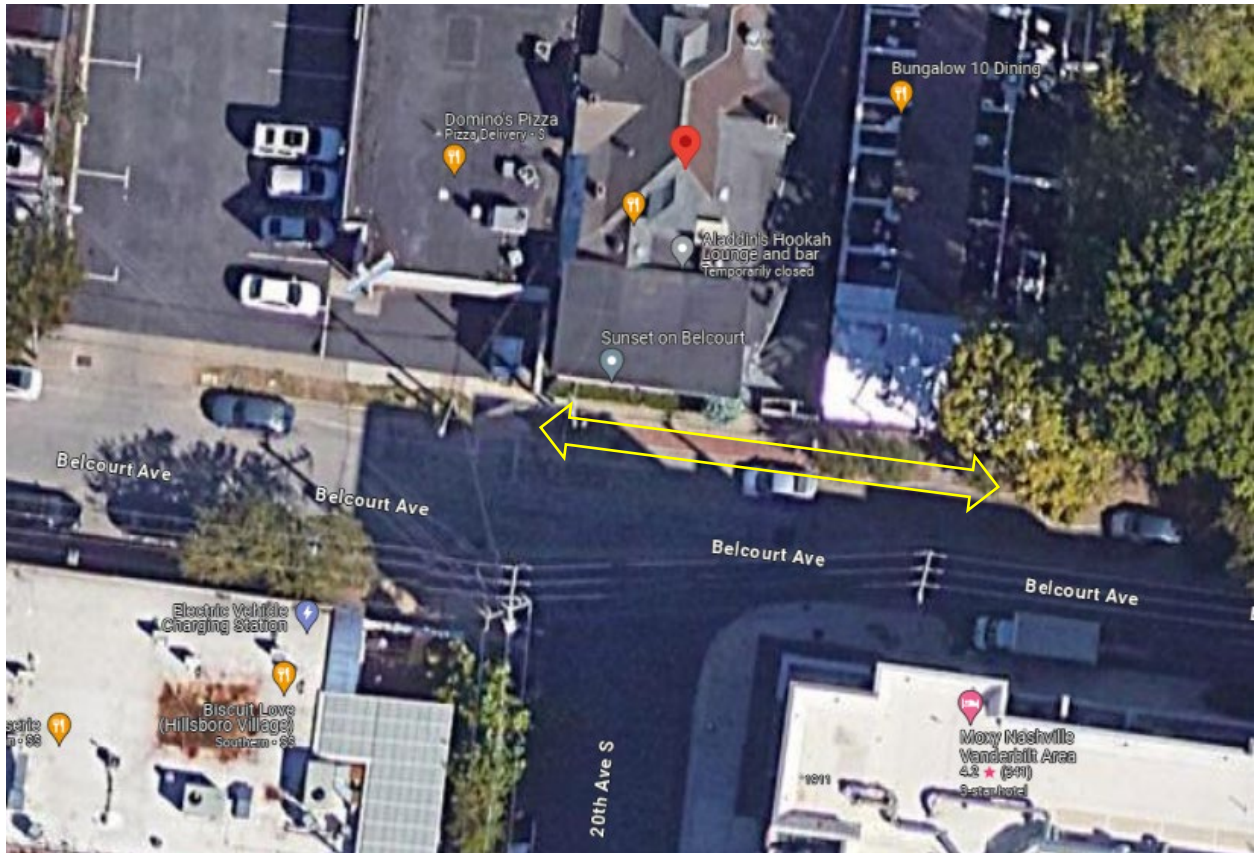


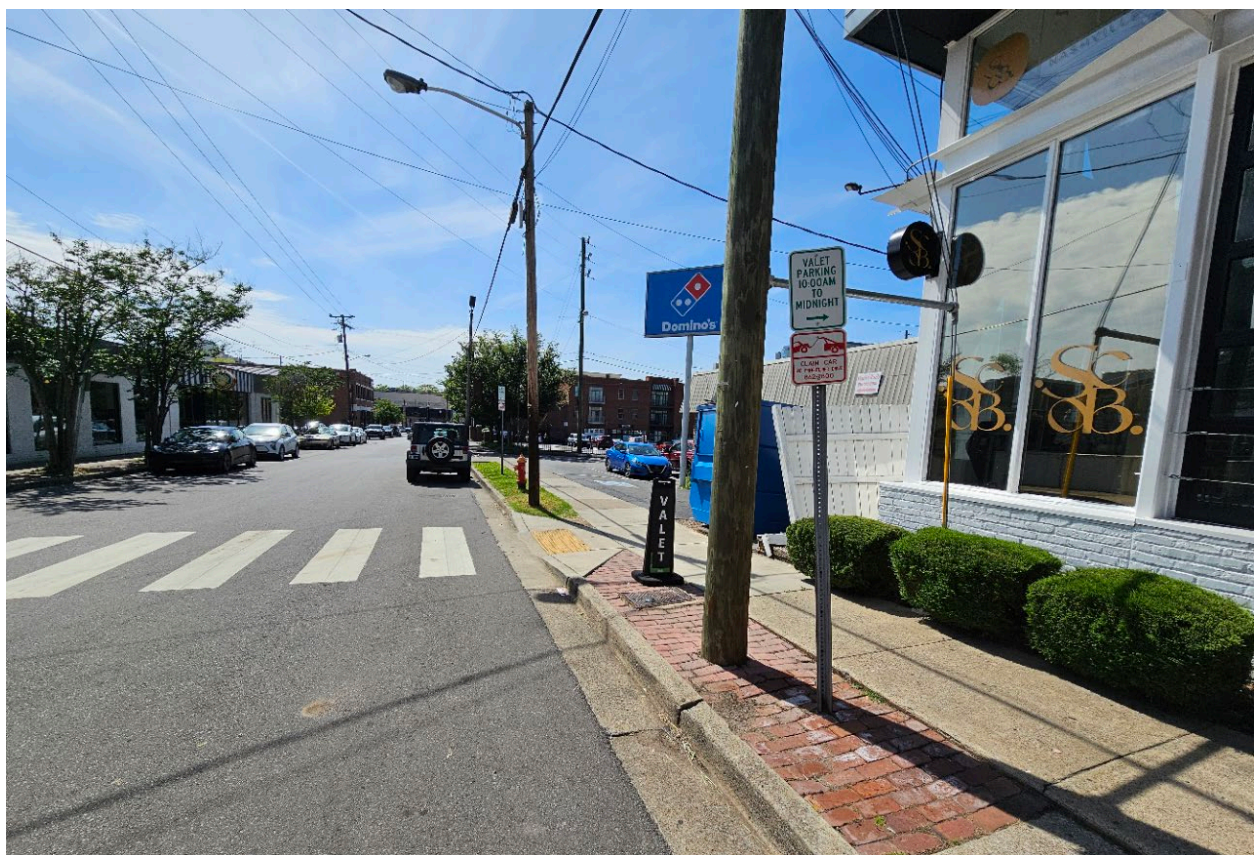
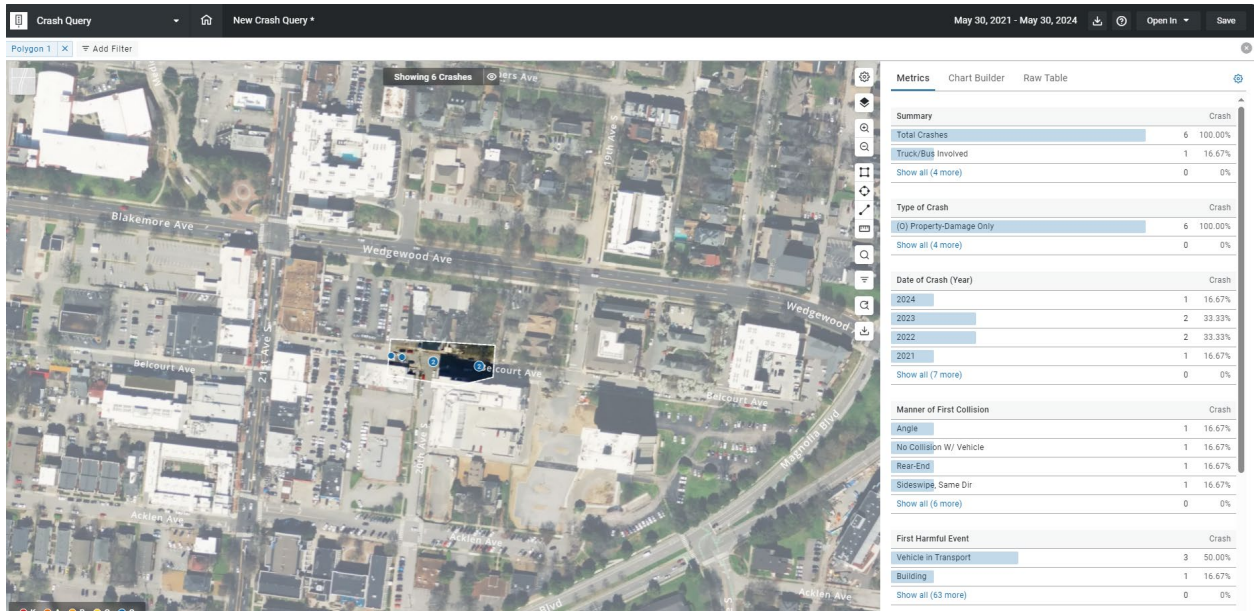
Recommendation: Removal of existing valet lane at 2000 Belcourt Ave.

Analysis: Belcourt Ave is a two-lane road with 23 ft +/- of pavement. Vehicles are parked on both sides of the road, creating congested yield flow conditions during the times this intersection was observed by staff.

The T&P Commission authorized a valet lane at 2000 Belcourt Ave in 2006 with effective hours from 6 pm to 12 midnight. NDOT requests removal of this valet zone because the valet parking is illegal under Metro Code Chapter 12.40.040.A(1)(d) [within an intersection] and 12.40.040.A(1)(e) [on a crosswalk]. The Metro Code 12.40.110 also prohibits stopping, standing or parking near hazardous or congested places, and authorizes NDOT to erect signage in such places, not to exceed 100 ft in length. Illegally parked vehicles within 30 ft of a crosswalk create a hazardous and congested condition where visibility of a pedestrian at the curb ramp is obscured by parked vehicles. With the removal of this valet lane, NDOT will erect No Parking signage at this intersection.

The crash history of this intersection was studied using the tools in AASHTOWARE, with six total reported crashes for the period from 2021-24. All of these crashes were property damage only crashes.



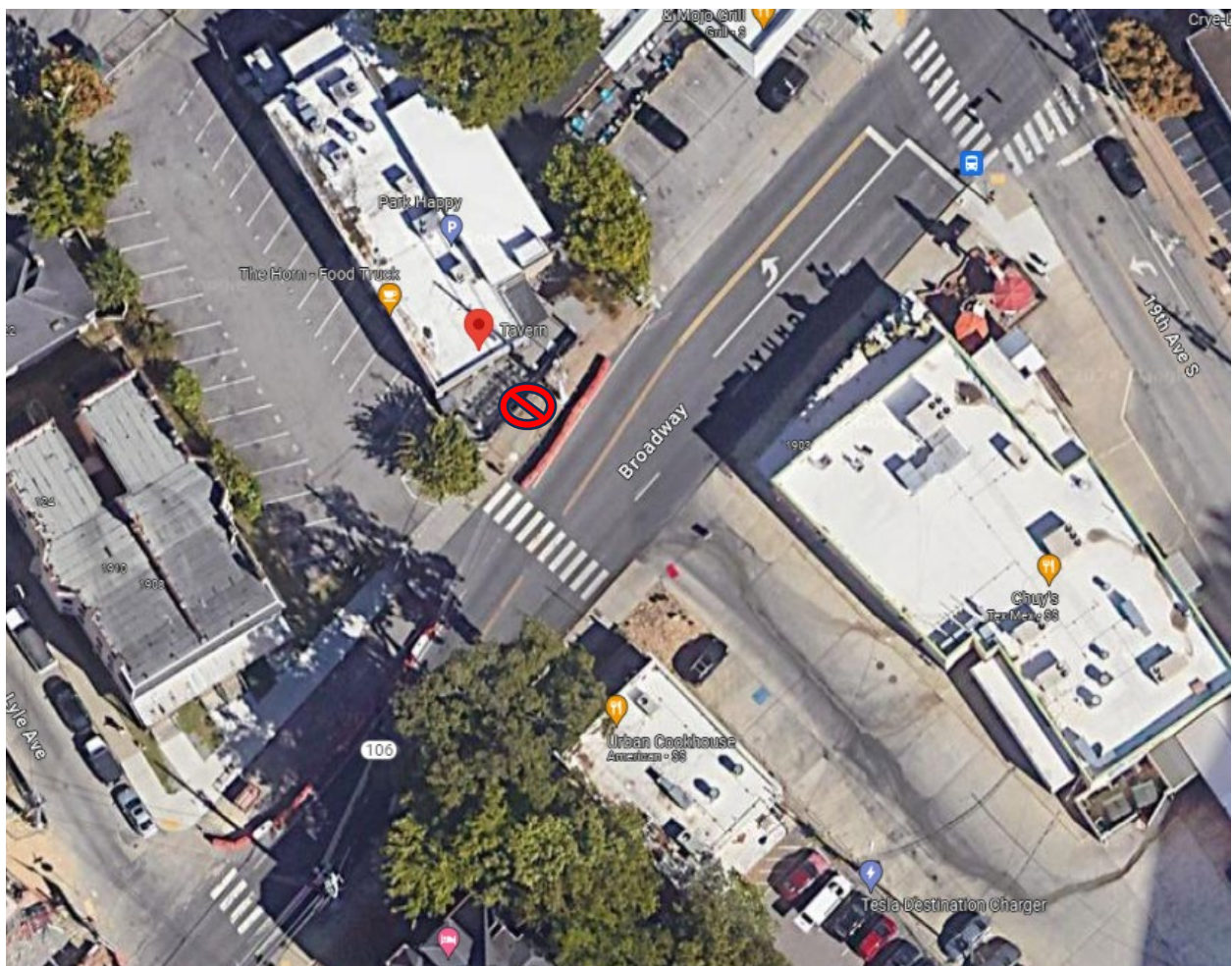




Recommendation: Removal of the existing valet lane at 1904 Broadway.

Analysis: This location had a loading zone approved by the Commission in 2016. It's believed that this loading zone was converted into a valet zone afterwards. With the completion of nearby construction projects and resurfacing and restriping new travel lanes on Broadway, there is no longer any available curb space for parking, loading, or valet at this 1904 Broadway. Should this business want to have a valet operation, it will have to do so on other private property.

With the removal of this valet lane, NDOT will erect No Parking or Standing Anytime signage at this location.







6.6 Smart Loading Zone Pilot (presentation – no vote)

Analysis: Presentation only.

Unfinished Business

7.1 Valet fee policy approval.

A revised valet fee policy is provided separately from this agenda analysis report.

New Business

8.1 Valet operator licensing process discussion
8.1.1 Volunteer Valet LLC
8.1.2 Giarratana Parking LLC

Analysis: NDOT has received two new valet operator license applications, and this agenda item is included for discussion. Metro Code 12.41.020.D implies that the Commission’s role is to determine that the valet operator applicant is capable, willing, and qualified to provide valet services, and then NDOT can issue the operator license.

12.41.020 - License required—Issuance—Conditions.



- A. Effective from and after September 1, 2011, no person shall engage in the business of valet parking within the area of the metropolitan government without first obtaining and keeping in force a license from the commission as a valet operator, provided that no such license shall be required for persons conducting or offering valet parking services solely on private property without involving the use of any public right-of-way.
- B. Any person desiring to engage in the business of providing valet services within the area of the metropolitan government shall make application to the department, which application shall be upon forms to be provided by the department. The completed application must contain all the information required by such form and must be verified under oath.
- C. The application form to be adopted by the commission and provided by the department shall require such information as the commission determines to be necessary and proper, including, but not limited to, the following information:
 - 1. The full name and address of the person, firm or corporation desiring to obtain a license.
 - 2. The names and addresses of at least two references as to the applicant's financial responsibility;
 - 3. That the applicant is ready, willing and able to comply with all the rules and regulations of the department, and the laws of the metropolitan government, the State of Tennessee, and the United States, including applicable workers' compensation, minimum wage, and labor laws.
 - 4. That the applicant will provide the department with the names and home addresses of all employees to be used or employed by the applicant in the business of providing valet services. The applicant shall provide an update upon each renewal of his license;
 - 5. That the applicant will take out and maintain in full force and effect such policies of insurance as are herein required;
 - 6. That the applicant has a defined claims handling process in place to address citizen complaints and claims; and
 - 7. Proof of a valid business tax licensed issued by the Davidson County Clerk.
- D. If the commission finds upon examination that the applicant is capable, willing and qualified to provide valet services and can conform to the laws of the metropolitan government, the State of Tennessee, the United States and the rules and regulations of the commission, then the department shall grant and issue to such applicant a valet operator license; otherwise, the application shall be denied.
- E. Such license shall state the name and address of the licensee, the date of issuance, and such other information as the commission determines to be necessary and proper.
- F. A valet operator license issued by the department pursuant to this section shall be valid for a period of one year at an annual fee of one hundred dollars. Such license shall not be sold, assigned, or otherwise transferred without approval of the commission, and shall expire immediately upon the licensee terminating the valet service or upon revocation by the commission. Renewal shall be on an annual basis and shall be granted after confirmation of the extension of all applicable permit requirements established in this chapter and the payment of applicable fees.

(Amdt. 1 to Ord. BL2011-916 § 1, 2011; Ord. BL2011-916 § 1, 2011)

8.2 Safety updates

At the May Traffic & Parking Commission, a commissioner requested from staff crash data within our jurisdiction, with an interest in fatal crashes and in pedestrian crashes.

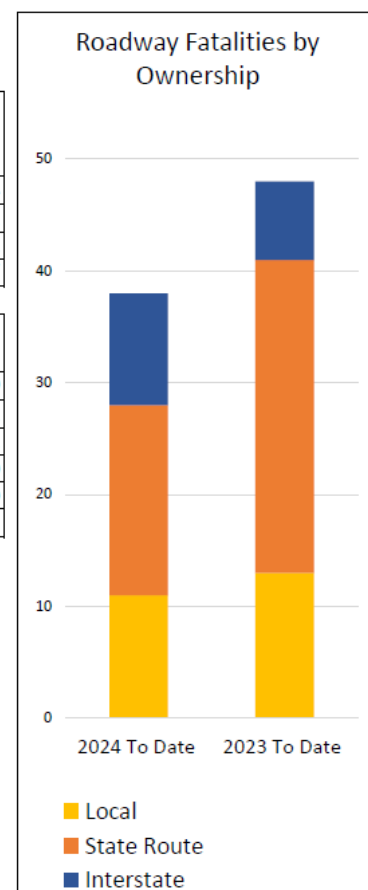
The tables in this report are presented monthly to the Vision Zero Advisory Committee, which meets at 5pm on the second Tuesday of the month in the Sonny West Room in the Howard Office Building. For more information, please see this URL:

<https://www.nashville.gov/departments/transportation/plans-and-programs/vision-zero/advisory-committee>

2024 Roadway Fatalities To Date

By Ownership	2024 To Date	2023 To Date	Change (%)	May
Interstate	10	7	43%	4
State Route	17	28	-39%	1
Local	11	13	-15%	2
Total	38	48	-21%	7

NDOT Jurisdiction (Local + State Route)	2024 To Date	2023 To Date	Change (%)	May
Vehicle	14	8	75%	0
Pedestrian	9	15	-40%	1
Motorcycle	4	7	-43%	2
Bicycle	0	0	#DIV/0!	0
Single Vehicle	2	11	-82%	0
Total	28	41	-32%	3



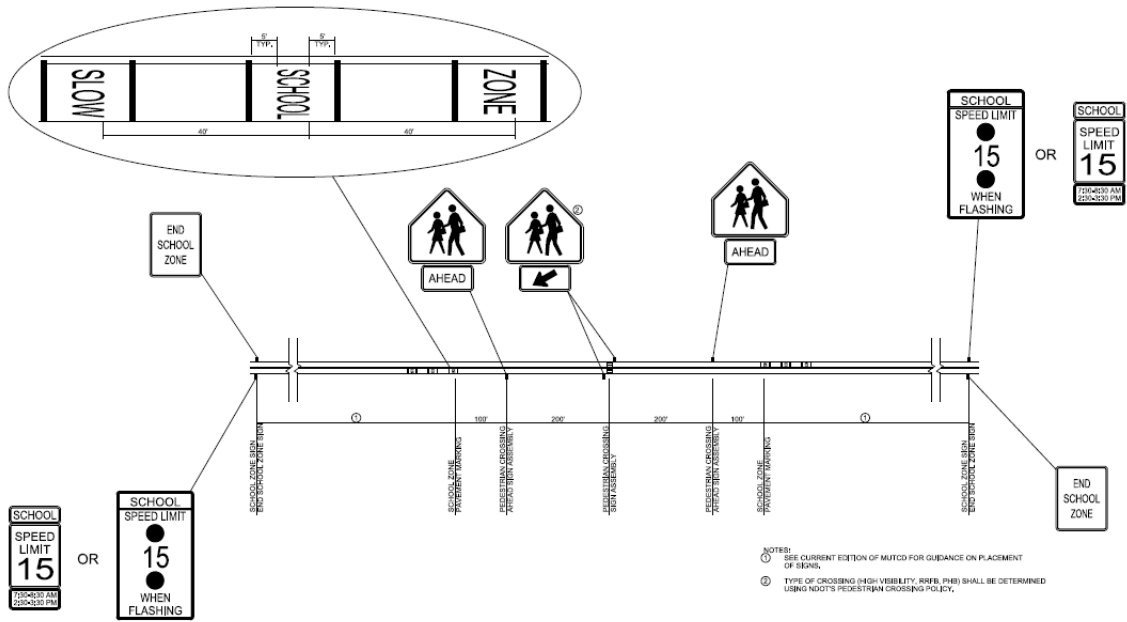
Additionally, NDOT has undertaken an enhanced markings project to improve pedestrian safety and assist drivers' recognition of school speed zones. NDOT evaluated school zones that are co-located within the Vision Zero High Injury Network locations and ranked the school zones according to severity on the HIN, with the schools in the High and Medium severity locations prioritized for enhanced pavement markings and signage.

Schools Located along the HIN

HIN Severity	School
HIGH	Cameron College Preparatory
	Croft Middle School
MEDIUM	Rocketship Nashville Northeast Elementary
	Ivanetta H Davis Early Learning Center at Bordeaux
	Isaiah T. Creswell Middle School of the Arts
	Meigs Middle School
	East Nashville Magnet High School
	Stratton Elementary School
	Madison Middle School
	DuPont Hadley Middle School
	Johnson Alternative Learning Center
	Mt. View Elementary School
	KIPP Antioch College Prep ES
	Valor Flagship Academy, Valor Voyager Academy
	Glenview Elementary School
	Una Elementary School

It should be noted that East Nashville Magnet School and Meigs Middle are on this list but will be addressed after the current water line project and repaving is completed on Main St/Gallatin Ave.

A detail typical for enhanced markings is shown below. Work on this project has started and should be completed by the time schools reopen after summer recess. Other details for enhanced markings may include other high visibility crosswalk improvements, depending on roadway volumes and number of traffic lanes.



SCHOOL ZONE PEDESTRIAN CROSSING CALMING DETAIL
 LOCAL ROADWAYS AND COLLECTORS WITH AADT<5,000