



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: September 3, 2024

SUBJECT: September 9, 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 07: Approval for Madison Blvd and Denson Ave Stop sign relocation, requested by NDOT.
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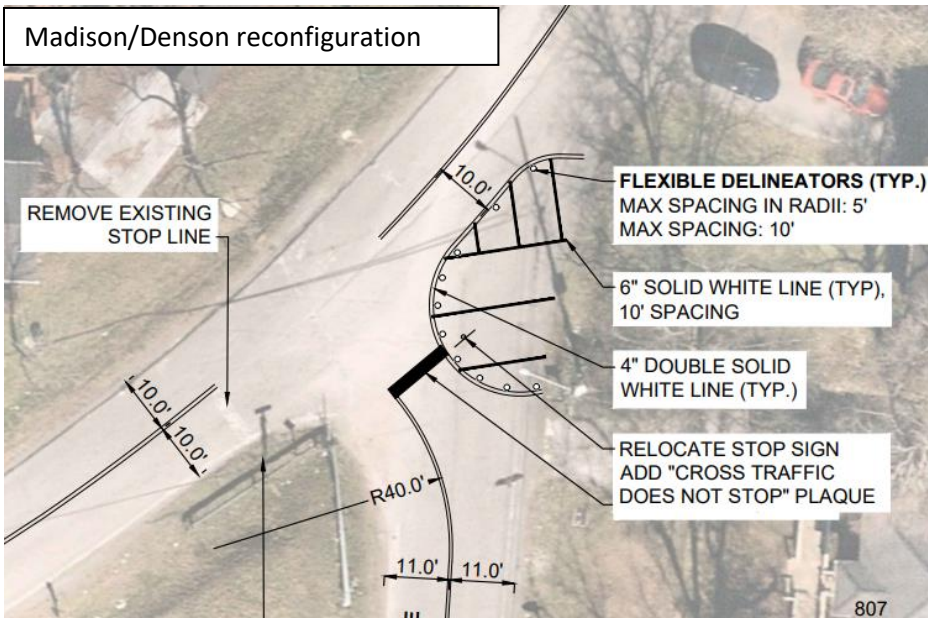
Recommendation: Approval of new stop control for Denson Ave at Madison Blvd and removal of existing stop control on Madison Blvd at Denson Ave.

Analysis: Madison St and Denson St are configured as a three-way intersection, with Denson as the through street and Madison Blvd at the stem. NDOT is making traffic improvements in the neighborhood as a part of the neighborhood street traffic calming program and requests to reconfigure this intersection with Denson as the stem with stop control. Madison Blvd will become the through street.

Consent 5.1—Madison/Denson existing configuration

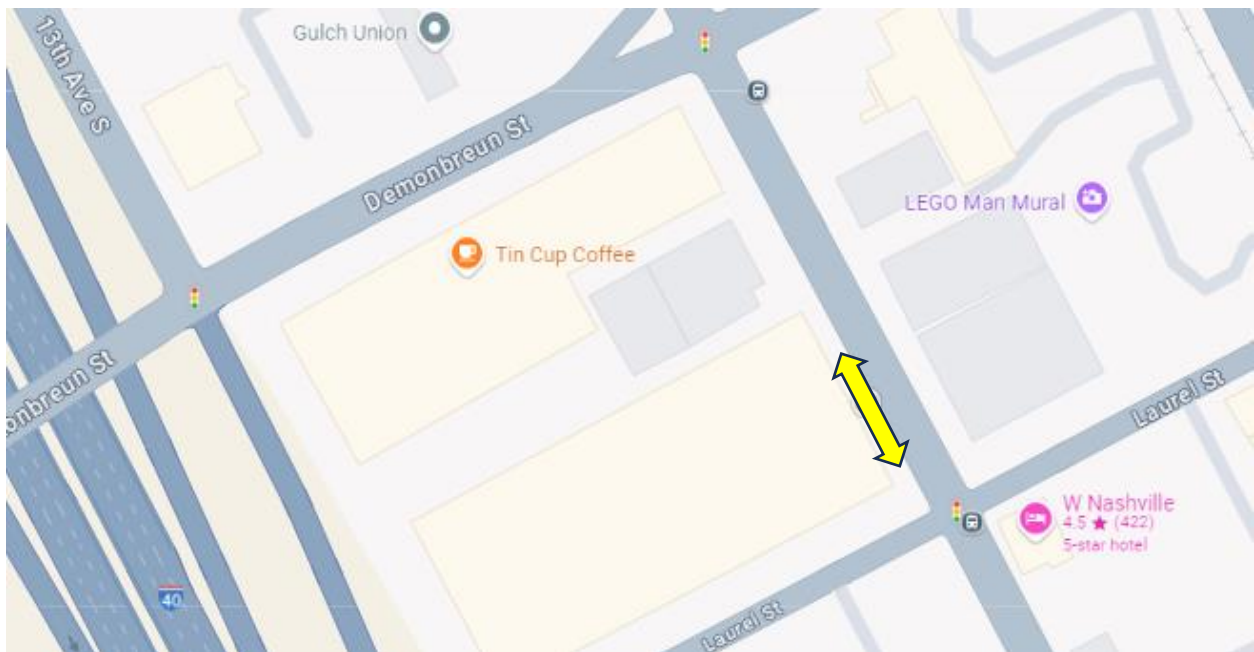


Madison/Denson reconfiguration



5.2 CD 19: Revocation of abandoned valet lane on the northwest corner of 12th Ave S & Laurel St, and authorization for new Pay Parking effective 24/7, requested by NDOT.

Recommendation: Remove existing valet lane at 211 12th Ave S and replace with new Pay Parking with 24/7 effective hours.



Analysis: Trinity Parking currently operates a valet service for the Luogo restaurant at 211 12th Ave S. Previous restaurants at this location had a valet lane approved for the pull-off lane at the NW corner of 12th Ave S & Laurel St. The current valet operator performs the valet service inside the adjacent parking garage, and this valet lane has become abandoned. The valet operator wishes to revoke the on-street valet lane, and NDOT requests to convert this into new Pay Parking for about three parking spaces.

Regular Agenda

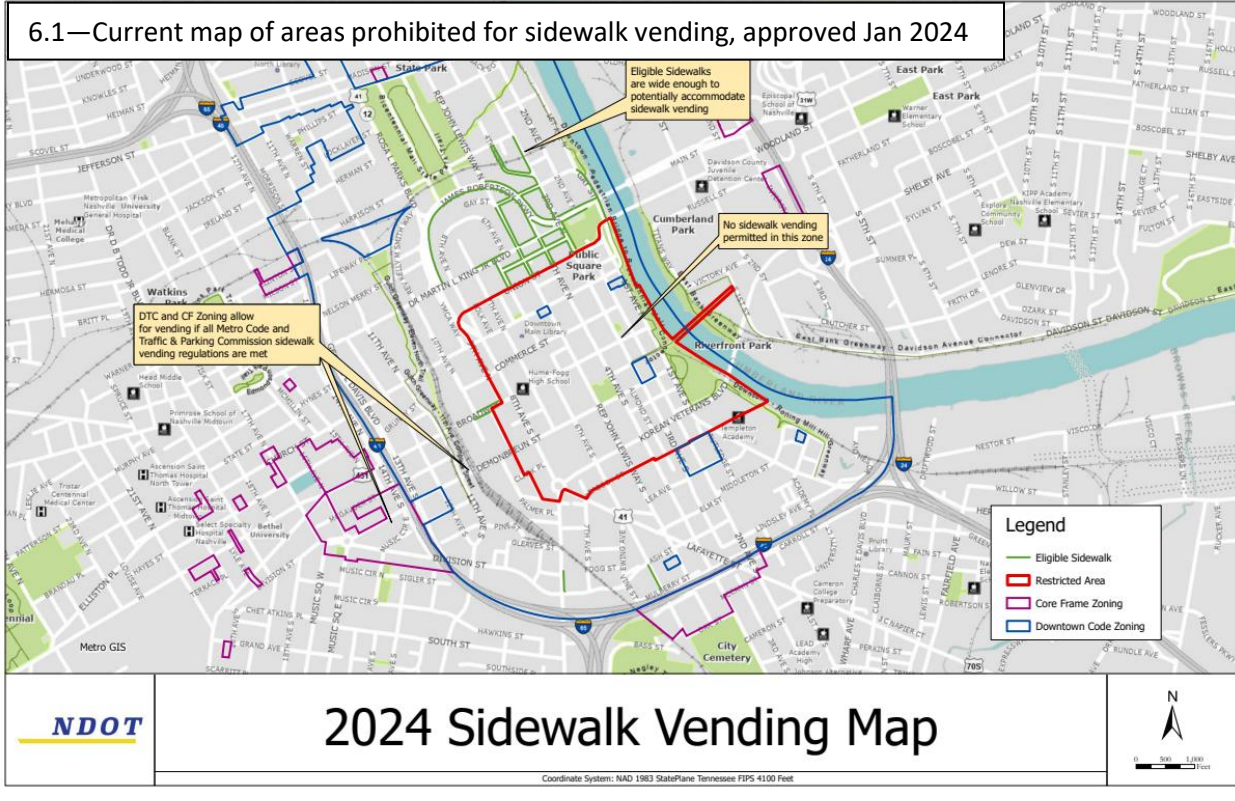
6.1 CD 19: Authorization to extend the downtown sidewalk vending restriction into the Gulch, including the area bounded by Broadway, 12 th Ave S, Division St, and 8 th Ave S, requested by CM Kupin/NDOT/NAIOP.
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Recommendation: NDOT requests no vote this month. This is a presentation for consideration of new sidewalk vending restrictions in the Gulch by the addition of the public sidewalks in the area bounded by Broadway, 12th Ave S, Division St, and 8th Ave S to the existing downtown no-vending area.

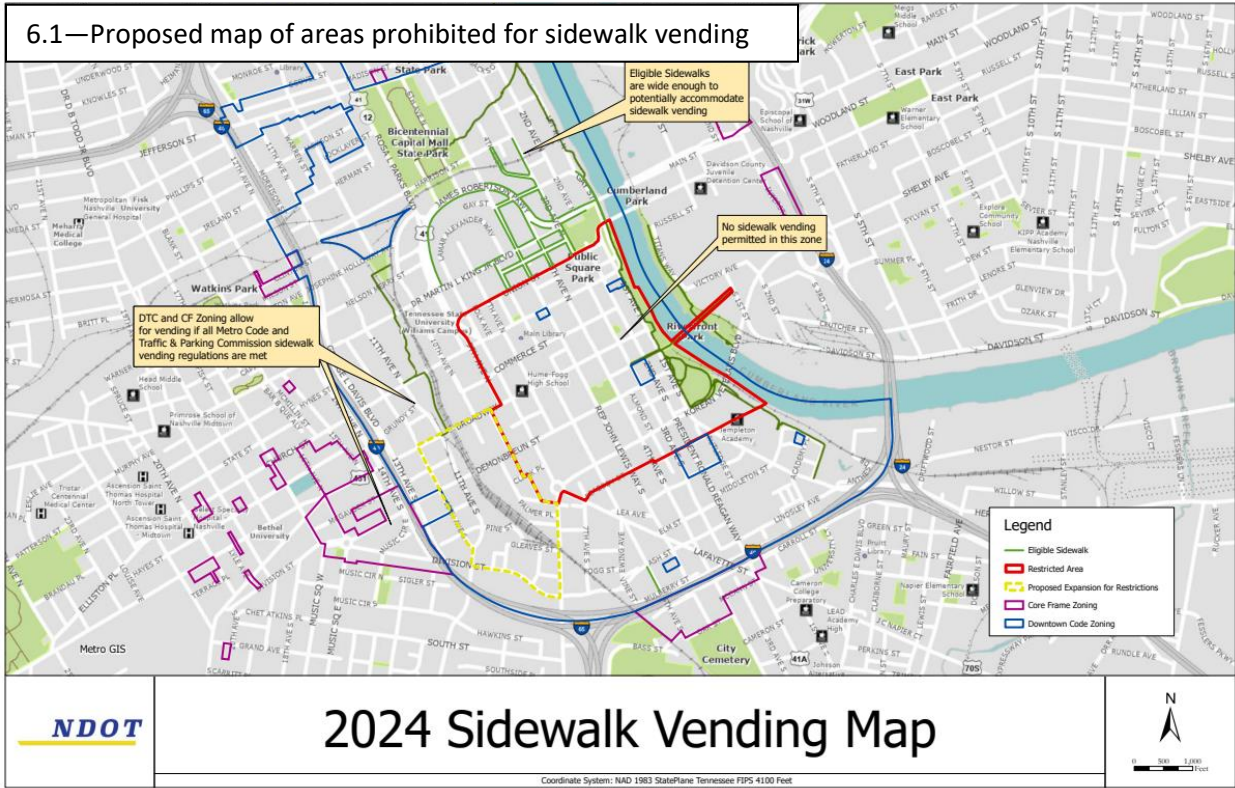
Analysis: Metro Code Section 13.08.040.B(6)(b)(i) authorizes the Traffic & Parking Commission the power to set regulations to ensure free flow of pedestrian and vehicular traffic and ensure public safety and appropriate clearances around features in the public right-of-way such as intersections, parking spaces, hydrants, building entrances, and the like. Additionally, the Commission is authorized to adopt a map or maps showing the locations where sidewalk vending is prohibited and/or where it is permitted.

The Commission most recently amended its sidewalk vending regulation at its meeting on January 8, 2024, establishing the current map of downtown areas prohibited for sidewalk vending. That process involved a presentation to the Commission in December 2023, a mass mailout to vending permit holders in late December 2023, and a vote by the Commission in January 2024. Those steps will be followed with this new request. After this presentation, NDOT will conduct a mass mailout to current sidewalk vending permittees, then this will be presented to the Commission in October for a vote.

6.1—Current map of areas prohibited for sidewalk vending, approved Jan 2024



6.1—Proposed map of areas prohibited for sidewalk vending



6.2 Presentation of expanded metered parking rate structure, requested by NDOT.

Recommendation: N/A. This will be presented for an approval vote at the October meeting.

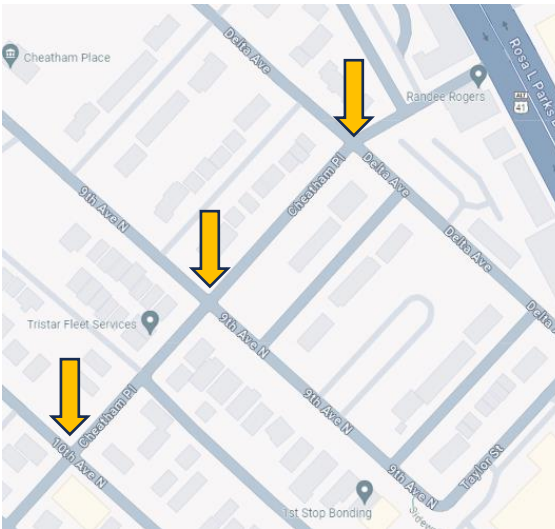
Analysis: NDOT proposes to expand the smart parking rate structure as outlined in a separate presentation to the Commission. NDOT will present this to the Commission as information for September and will return this item to the Commission for a vote for approval in October.

A PowerPoint presentation is provided separately.

Unfinished Business

7.1 CD 19: A request for All Way Stop Cheatham Place & Delta Ave, Cheatham Place & 9th Ave N, and Cheatham Place & 10th Ave N, requested by CM Kupin.

Recommendation: Uphold NDOT’s denial of All-Way stop control at Cheatham Pl/Delta Ave, Cheatham Pl/9th Ave N, and Cheatham Pl/10th Ave N.



Analysis: NDOT received a request from a Metro Councilmember to add all-way stop control to the Cheatham Pl intersections with Delta Ave, 9th Ave N, and 10th Ave N.

NDOT had previously studied these intersections and posted a “cross traffic does not stop” plaque on the stop signs on Cheatham and 9th Ave N. Additionally, speed cushions have either been installed or are programmed for Delta Ave, 9th Ave N, and 10th Ave N as a part of NDOT’s Neighborhood Traffic Calming Program.

All-way, or multi-way, stop-controlled intersections are commonplace within Metro. However, where this particular type of traffic control should be used is often misunderstood. When misapplied, all-way stops can create more problems than a traditional two-way stop-controlled intersection.

The Manual on Uniform Traffic Control Devices (MUTCD) provides guidelines for installation of all traffic control devices, including stop signs. By utilizing the MUTCD, local agencies, such as Metro, create a consistent experience for all roadway users and also limit their liability. The MUTCD details right-of-way at intersections and the requirements of stop sign installations across several sections, specifically Sections 2B.04 – 2B.17. Furthermore, NDOT is required by the Metro Code Section 12.12.040 to comply with the requirements of the MUTCD. All traffic control signs, signals and devices are required to conform to the latest version of the MUTCD.

For local agencies, one of the key takeaways from the MUTCD is the installation or removal of a stop sign should be done by an engineering study. This stipulation ensures stop signs are not installed where they are not needed, or where they may do more harm than good. When drivers perceive no need to come to a complete stop, they often just roll through the intersection instead of stopping. Unwarranted stop signs exacerbate bad driver behavior not only at the unwarranted locations, but at all intersections.

The MUTCD has clear guidelines about where stop signs and all-way stops are warranted. Section 2B.12 details the guidelines the engineer should consider before installing an all-way stop. One of many considerations is traffic volumes. All-way stops are typically used where both intersecting roads have similar levels of traffic.

Many intersections in Nashville will not meet the volume guideline to warrant the installation of an all-way stop. The minimum level of traffic on high-speed, major street approaches is 210 vehicles each hour over an eight-hour period. On the minor street approaches, the minimum volume for the same eight-hour period is 140 roadway users each hour. For a point of reference, that means the ADT would be well over 2000 vehicles per day (vpd) on the major road and well over 1000 vpd on the minor road. Volume warrants for an AWS are a high threshold to meet; often where an intersection meets volume warrants, it also meets warrants for a traffic signal. The intersections that were studied with this request did not include traffic counts because field observations showed the number of vehicles to be nowhere near what would be necessary for volume warrants.

In addition to traffic volumes, other data considered by engineers before installing all-way stops are crash experience, vehicle speeds, delay, sight distance, driver expectancy, left turns, and pedestrians. This is not a complete list since an intersection may have unique characteristics requiring engineering judgment to determine what data is pertinent for each intersection study.

The MUTCD recommends that all-way stop installations be made only at locations where it is safe and appropriate to do so. Engineering studies are used to evaluate criteria to determine if all-way stop control is warranted, considering these criteria:

- 1) An interim installation pending the installation of a traffic signal that has met a qualified traffic signal warrant; and*
- 2) Five or more crashes in 12-months subject to correction by a multi-way stop; and*
- 3) Volume of all traffic (cars, bicycles, pedestrians) within an eight-hour peak period (not necessarily consecutive hours); and*
- 4) The speed of approaching traffic; and*
- 5) Additional, site specific criteria as permitted.*

Accordingly, NDOT performed a warrant analysis of these intersections to determine whether these met the requirements in the MUTCD for all-way stop control. Cheatham PI is a residential local road with two-way stop control at each of these intersections. Traffic on Delta, 9th, and 10th is uncontrolled. Pavement width is 23 ft +/-.

None of these intersections met warrants for traffic volumes, nor where there five or more angle crashes in any twelve month period during the last five years. Sight distance at each of these intersections is good. Therefore, NDOT denied the request for all-way stop control.

One common misapplication of an all-way stop is to deter or slow down drivers. Research has shown this tactic is not effective and often may cause drivers to speed up after the unwarranted stop sign since they did not see a need for it. The MUTCD specifically states, stop signs should not be used for speed control. Neighborhoods worried about speed control should look at traffic calming measures to effectively slow traffic.

Additional separate traffic calming measures may be considered at this location. Traffic calming measures do not require a Commission vote, but the addition of unwarranted all-way stops will be detrimental to these traffic calming efforts and will not add to overall safety. For these reasons, NDOT strongly recommends against the addition of unwarranted all-way stop control at these intersections.

7.2 CD 11, 14, 15, 19: Update on reducing posted speed limits on Hermitage Ave/Lebanon Pk from Korean Veterans Blvd to the Wilson County line, requested by NDOT.

Recommendation: N/A

Analysis: As noted previously, NDOT commissioned assessments of operating conditions along several of Nashville's arterial corridors to reduce crashes and crash severity on these roads as a Vision Zero initiative. NDOT has been working with TDOT, WeGo, MNPD, and other stakeholders throughout this process.

Consistent with the FHWA Proven Safety Countermeasures and the Nashville Vision Zero Action Plan, NDOT seeks to move from determining speed limits on the 85th percentile standard, and instead base recommended speed limits based on a combination of operating speeds at the 50th percentile while also considering land use, road conditions, traffic volumes, crash histories, and the presence of vulnerable road users to reduce traffic fatalities and other serious injuries.

NDOT staff has been conducting additional stakeholder engagement with council members and with neighborhood stakeholders. NDOT attended a neighborhood meeting with CM Huffman on August 22 at Donelson Christian Academy. There are meetings scheduled with the Park Haven HOA in October. NDOT continues to work on engagement opportunities in CM Kupin (TBD), CM Eslick (TBD), CM Huffman (9/25), and CM Gregg's (9/28) districts.

At this time, NDOT is evaluating separating the set of recommended speed limit changes into more than one phase and will continue to work towards additional recommendations for this arterial corridor in the near future. NDOT has developed a community engagement plan and will return this matter to the Commission when those engagement goals have been completed.

7.3 Munchies LLC update

This update is for the Munchies LLC sidewalk vending permit. NDOT Transportation Licensing Division reports that Mr. Faried is up to date on fines payments and has incurred no new violations during the past month. The oversized vending cart has not been in use on in the public ROW. At this time, NDOT staff recommends no further action.

New Business

8.1 NDOT report on waiving parking fees

*Analysis: Pursuant to Metro Charter Section 11.907, **Management and control of parking meters, garages and other traffic facilities**, The Traffic and Parking Commission has authority to control and manage parking facilities to include parking meters and parking garages. The Commission approved an NDOT policy in October 2022 pertaining to waiving parking fees for special events. The policy requires that NDOT report to the Commission each June a standing list of Metro assisted events for approval of waived parking fees. Events not listed on the standing list where Metro assistance is approved are presented at the next regular Commission meeting. Due to an oversight, this list of standing events was omitted from the previous agendas and is presented to the Commission for approval. NDOT will resume placing this standing list on the June agenda each year.*

*For 2024, the standing list of special events where parking fees have been waived included events for **July 4** and for **New Year's Eve**. Historically, the July 4 event waives fees for 150-200 parking spaces, but it varies from year to year. New Year's Eve waives fees for 100-150 spaces, and in previous years, Live on The Green was an event that usually waived fees for 150 spaces. LOTG has had a difficult road to recovery since the pandemic, was cancelled in 2023, and remains on hiatus.*

*Additionally, the Commission approved a separate waiver for a weekly **People Loving Nashville** homeless outreach event on Monday evenings on Gay St Connector. This event was approved by the Commission in January 2024 without an ending date but is included here for consistency.*

Recommendation: Approval of standing list of special events for parking fee waivers for

- **July 4**
- **New Year's Eve**
- **People Loving Nashville**

Other Items

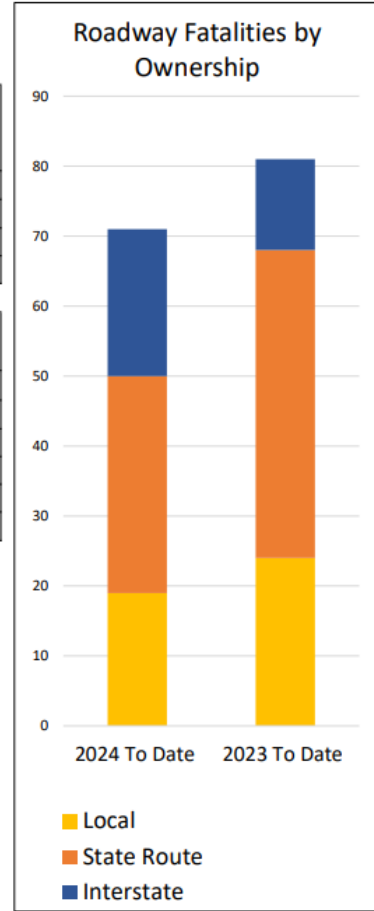
9.1 Vision Zero crash statistics summary

This snapshot of 2024 roadway fatal crashes is provided from the Vision Zero Advisory Committee. This committee meets on the second Tuesday of each month in the Sonny West Conference Room in the Howard Office Building.

2024 Roadway Fatalities To Date

By Ownership	2024 To Date	2023 To Date	Change (%)	August
Interstate	21	13	62%	3
State Route	31	44	-30%	7
Local	19	24	-21%	4
Total	71	81	-12%	14

NDOT Jurisdiction (Local + State Route)	2024 To Date	2023 To Date	Change (%)	August
Vehicle	23	12	92%	5
Pedestrian	18	22	-18%	3
Motorcycle	6	15	-60%	1
Bicycle	1	0	#DIV/0!	1
Single Vehicle	3	23	-87%	1
Total	50	70	-29%	11



9.2 Valet operator license summary

The Commission previously adopted a policy delegating authority to approve valet operator licenses to the NDOT director, with NDOT providing a summary of newly approved valet operators as applicable. For this month, there were no new licenses granted. Going forward, this will only be added to the agenda when there is new license activity to report.