



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: November 5, 2024

SUBJECT: November 12, 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:

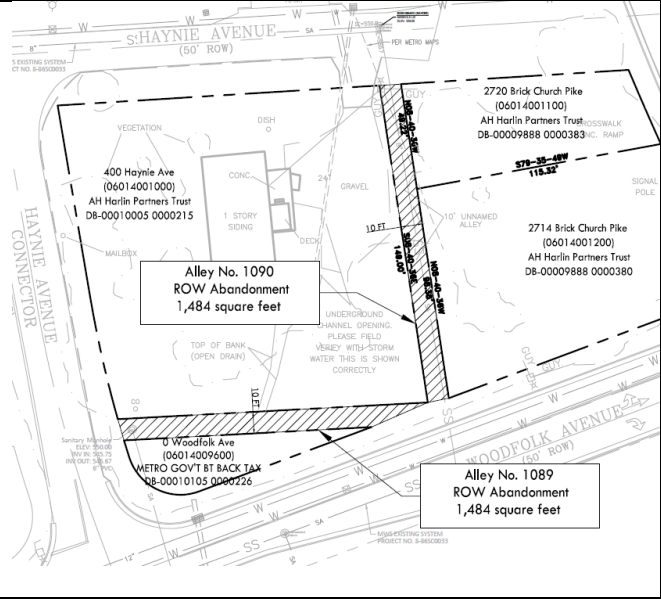
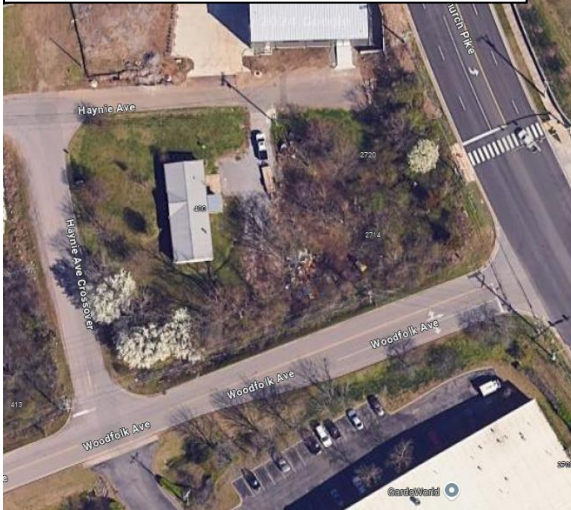
Consent Agenda

5.1 CD 02: Approval of mandatory referral 2024M-007AB-001, a request to abandon a portion of Alley #1089 and Alley #1090 right of way, requested by Crunk Engineering LLC

Recommendation: Approval of mandatory referral 2024M-007AB-001, abandoning a portion of Alley #1089 and 1090 rights-of-way.

Analysis: Alleys #1089 and #1090 are unimproved alleys west of Brick Church Pike. Haynie Ave is cut off from Brick Church Pk, while Haynie Ave Connector and Woodfolk Ave provide access to adjacent properties. Easements are to be retained. When this property is developed in the future, the site plan will need to include plans for access, circulation, and waste management for NDOT approvals.

5.1—Alleys # 1089, 1090 abandonment

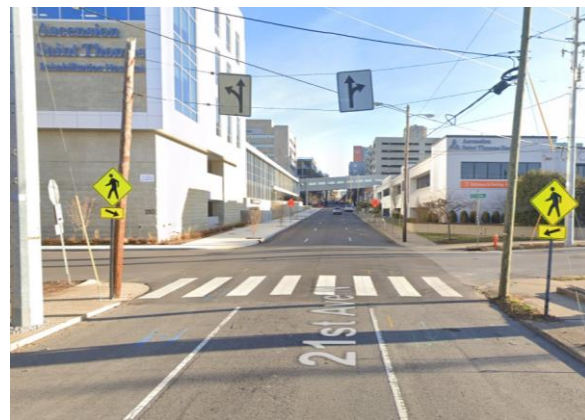
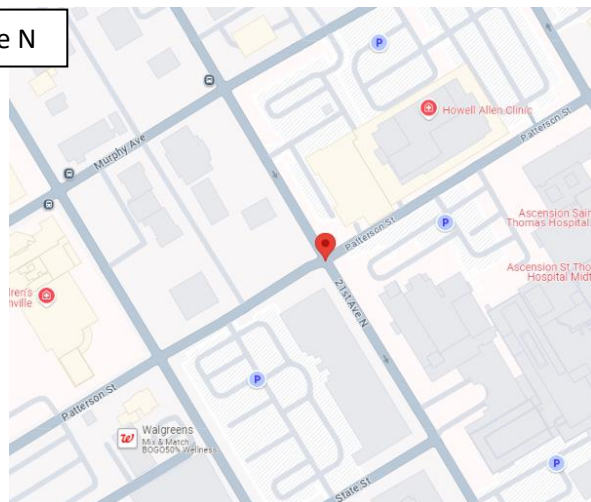
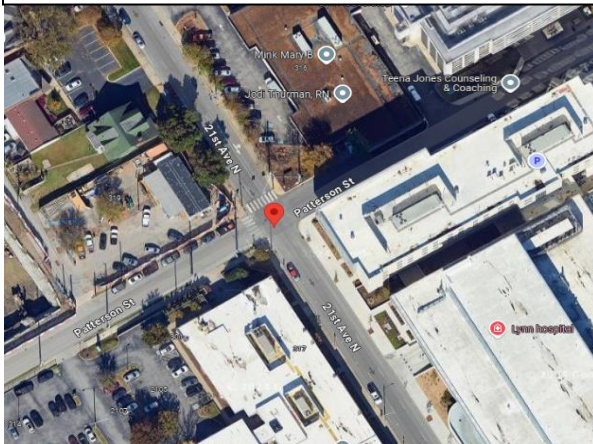


5.2 CD 21: Authorization for new all-way stop at Patterson St and 21st Ave N, requested by NDOT

Recommendation: Approval of new all-way stop at Patterson St and 21st Ave N.

Analysis: NDOT staff received a request to evaluate the Patterson St and 21st Ave N intersection for a potential all-way stop. NDOT engineers performed a multiway stop control warrant analysis and determined that Criterion B warrant for crash history has been met. The findings included 10 angle crashes in the last three years, which exceeds the MUTCD warrant threshold of 5 or more angle crashes in a 36-month period. The major street at this intersection is 21st Ave N with 24-hour traffic counts of approximately 5,000 vehicles. Traffic volumes on Patterson are significantly lower, but not by an order of magnitude. 21st Ave N is a three-lane one-way street with a 30 mph posted speed limit.

5.2—Approval of new AWS at Patterson & 21st Ave N



Regular Agenda

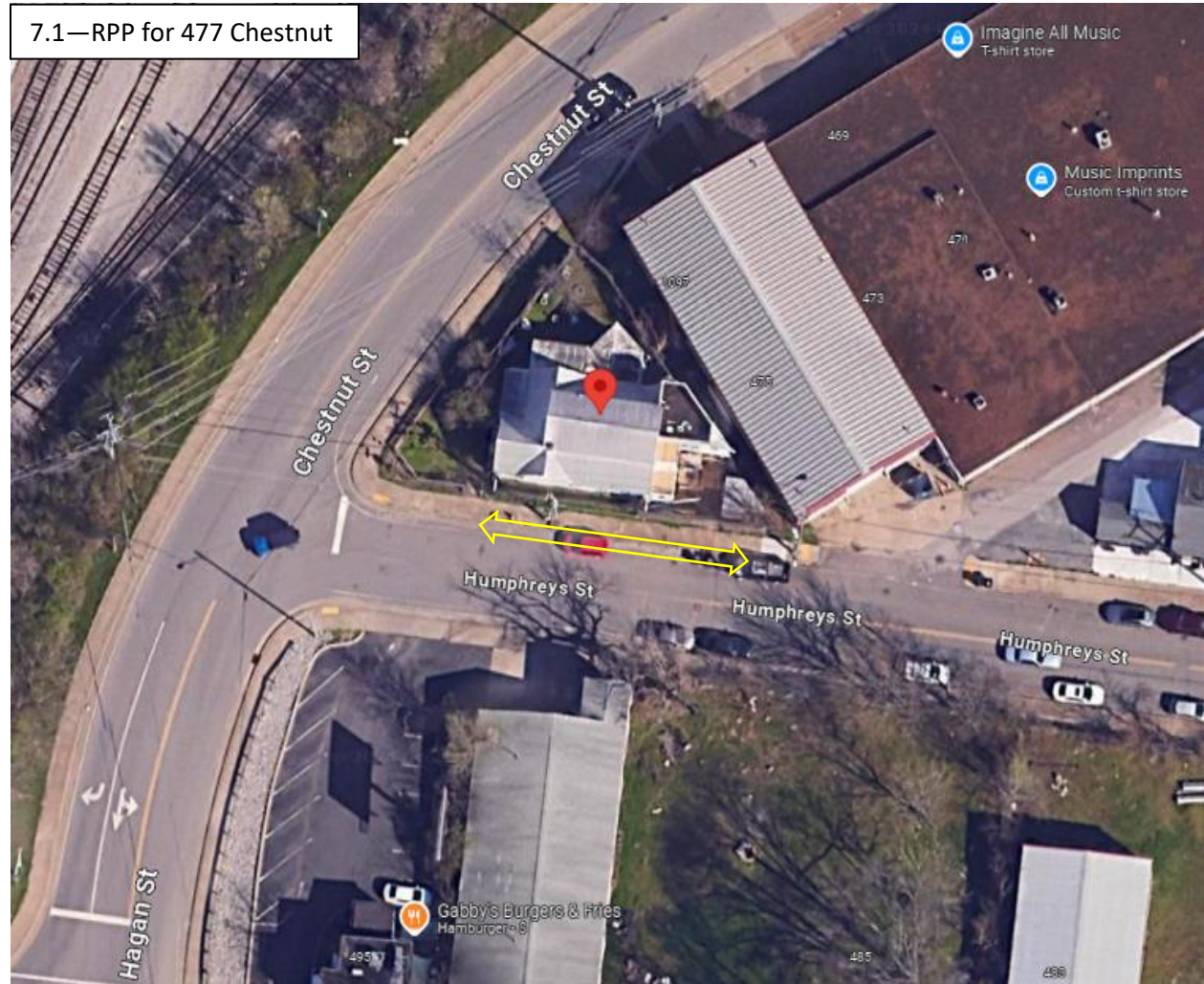
Unfinished Business

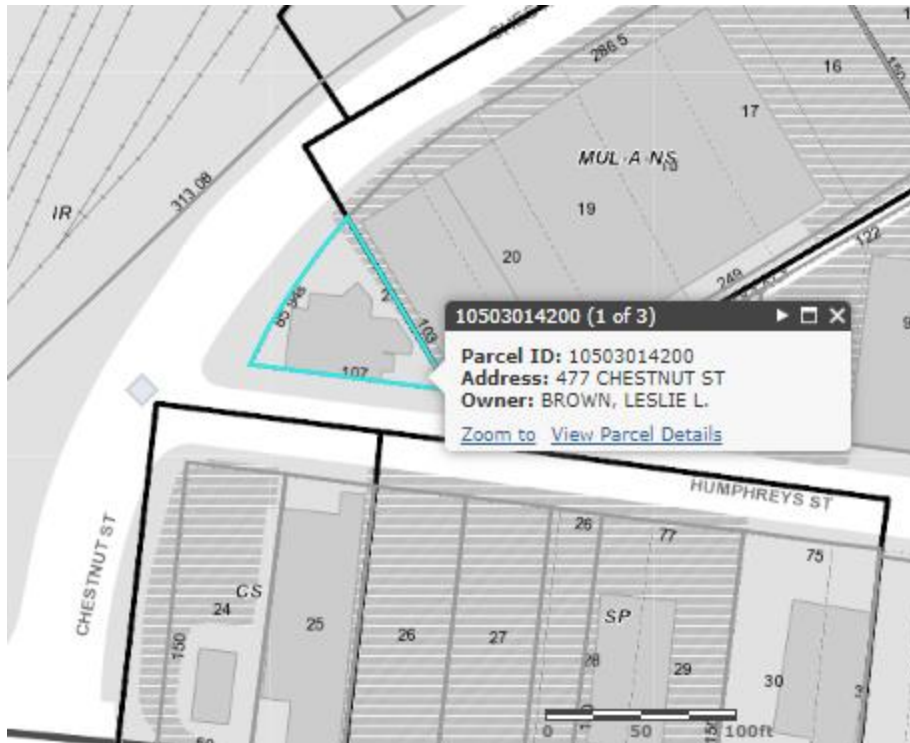
7.1 CD 17: Authorization for new Residential Permit Parking at 477 Chestnut St, requested by resident

Recommendation: Approval of Residential Permit Parking on the north side of Humphreys St between Chestnut St and Alley #184.

Analysis: This request is for new RPP parking for solitary residential property that remains at the corner of Chestnut St and Humphreys St. This property has no driveway or any available off-street parking. The address of the property is 477 Chestnut, but the parking would be on the Humphreys St curb space.

Humphreys St was measured at 31 ft +/-, and there are no plans for a bicycle lane on Humphreys St.





Metro Code Section 12.42.030 establishes eligibility criteria for new RPP requests, and all of these are met at this location. CM Vo has indicated her support of this request. Therefore, NDOT recommends approval.

12.42.030 - Residential permit parking areas—Eligibility requirements.



In determining whether an area identified as eligible for residential permit parking shall be designated as a residential permit parking area, the chief traffic engineer shall take into consideration the following factors:

- A. The extent of the desire and need of the residents for residential permit parking and their willingness to bear the administrative costs in connection therewith;
- B. Proximity of the neighborhood to major "parking attractors" including employments centers, retail stores, restaurants, universities, hospitals, and tourist attractions;
- C. Scarcity of convenient off-street parking for residents;
- D. The extent to which motor vehicles registered to persons residing in the residential area cannot be accommodated by the number of available off-street parking spaces;
- E. Substantial use of neighborhood curb space by commuters and other nonresidents for parking;
- F. Traffic, noise and safety problems caused by vehicles cruising for parking.

(Ord. 99-1590 § 3, 1999; Ord. 93-562 § 3, 1993)

At the October 2024 T&P Commission, questions arose about whether Metro has approved other small scale RPP areas. The RPP areas which have been approved in the past 2 to 3 years were typically for single neighborhood streets. The smallest scale RPP approved in this time frame was for two residential properties on 26th Ave and Acklen, but this was an extension of an existing RPP that was approved to include these two properties. A standalone small scale RPP was approved in December 2022 for a single block on the west side of 49th Ave N at Tennessee Ave, for approximately five spaces +/-.

Recommendation: N/A. This November update is a non-voting agenda item.

This is brief update to the Commission on NDOT’s community education actions to implement the recently approved new speed limits on Hermitage Ave/Lebanon Pk between Korean Veterans Blvd and Donelson Pk. As of the first week of November, dynamic message boards have been deployed on the corridor advising motorists of new speed changes coming after November 11. NDOT is actively working with MNPD for an emphasis on traffic enforcement. NDOT is also engaged on social media and with local news outlets.

New speed limit sign installations are scheduled to begin November 12.



NASHVILLE

Lebanon Pike speed limit reductions to take effect next week

by: [Kori Johnson](#)
Posted: Nov 4, 2024 / 04:53 PM CST
Updated: Nov 4, 2024 / 04:53 PM CST



SHARE    

NASHVILLE, Tenn. (WKRN) — You will need to drive at a slower pace if you're on Lebanon Pike. That's because new speed limit signs are going up after lots of debate about how to deal with speeders.

TRENDING STORIES

- 1 **Man charged in plot to attack Nashville power grid**
- 2 **2 dead after shootings at Nashville recording studio**

7.3 CD 19: Authorization to extend the downtown sidewalk vending restriction into the Gulch, including the area bounded by Broadway, 12th Ave S, Division St, and 8th Ave S, requested by Gulch stakeholders and NDOT

Recommendation: Approval of new sidewalk vending restrictions in the Gulch by the addition of the public rights-of-way in the area inclusively bounded by Broadway, 12th Ave S, Division St, and 8th Ave S to the existing downtown no-vending area.

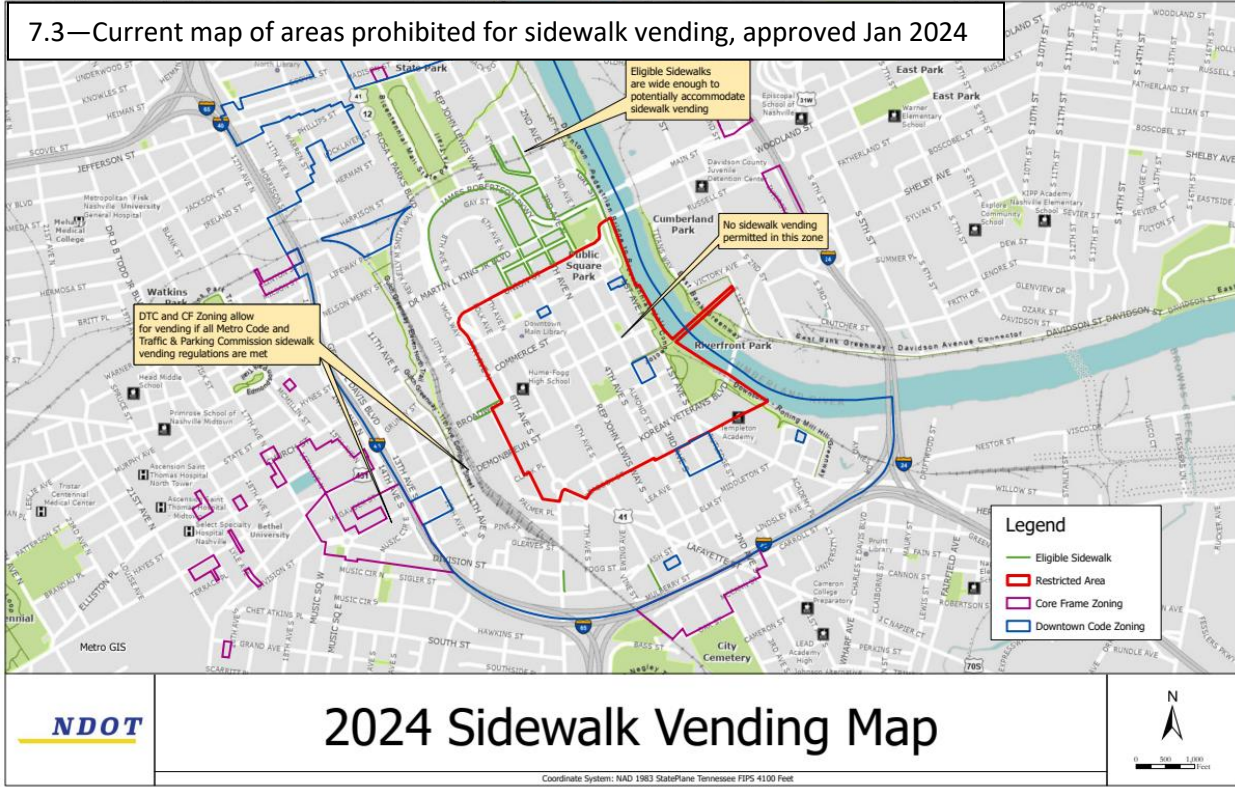
Analysis: Metro Code Section 13.08.040.B(6)(b)(i) authorizes the Traffic & Parking Commission the power to set regulations to ensure free flow of pedestrian and vehicular traffic and ensure public safety and appropriate clearances around features in the public right-of-way such as intersections, parking 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 are being followed with this new request. After the presentation to the Commission's September 9, 2024, meeting, NDOT conducted a bulk mailout to current sidewalk vending permittees, and this request is now presented to the Commission for an approval vote.

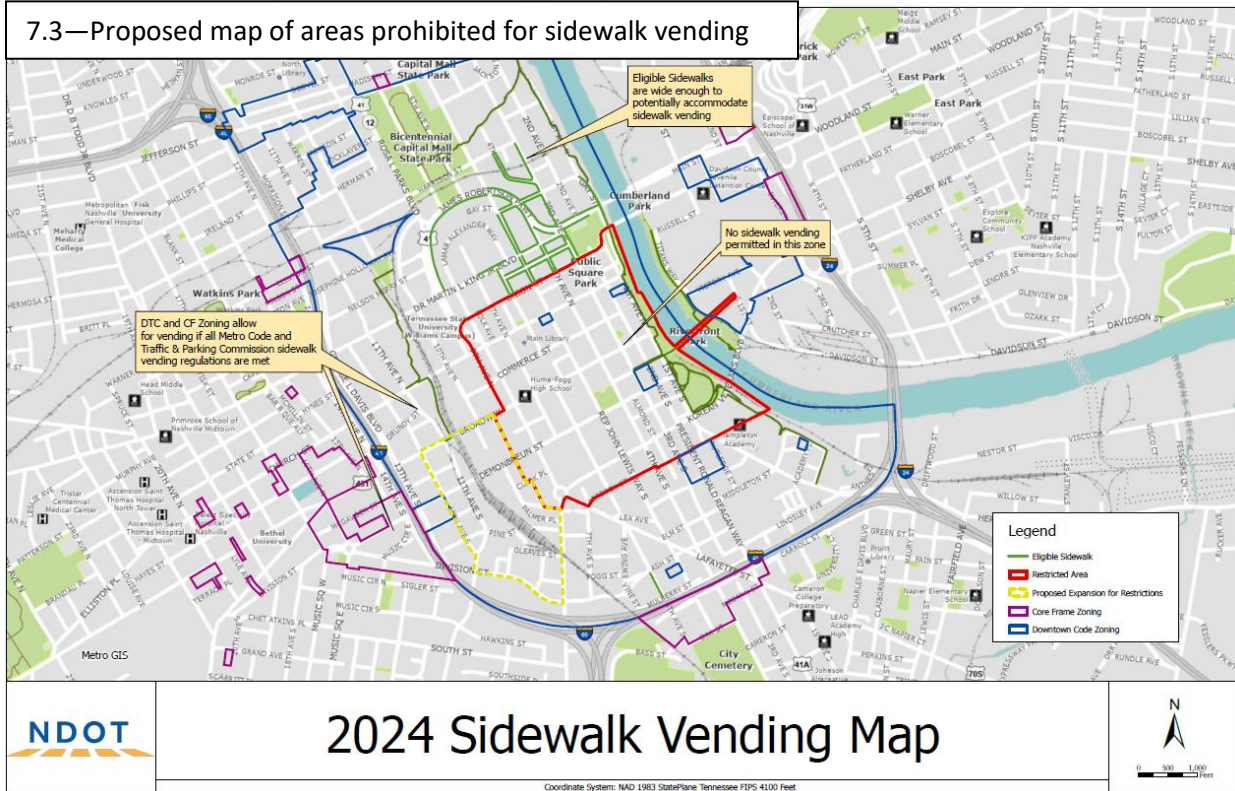
The proposed sidewalk vending map shows the areas where both the zoning allows vending and where the sidewalks are potentially sufficiently wide enough to accommodate sidewalk vending. Because sidewalk widths can vary from block to block even on the same street, the exact locations of vending spots are not shown. Generally speaking, vending locations will require a sidewalk width of at least 12 ft in width located within DTC or CF zoning.

NDOT queried Hub Nashville for sidewalk vending complaints for the period from 9/1/24 to 10/31/24 and had 46 sidewalk vendor complaints during this time frame. Of those 46 Hub complaints, 33 were within or adjacent to the Gulch. The majority of Hub complaints are for vending without a permit, and most of those occurred at locations on 11th Ave S.

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



7.3—Proposed map of areas prohibited for sidewalk vending



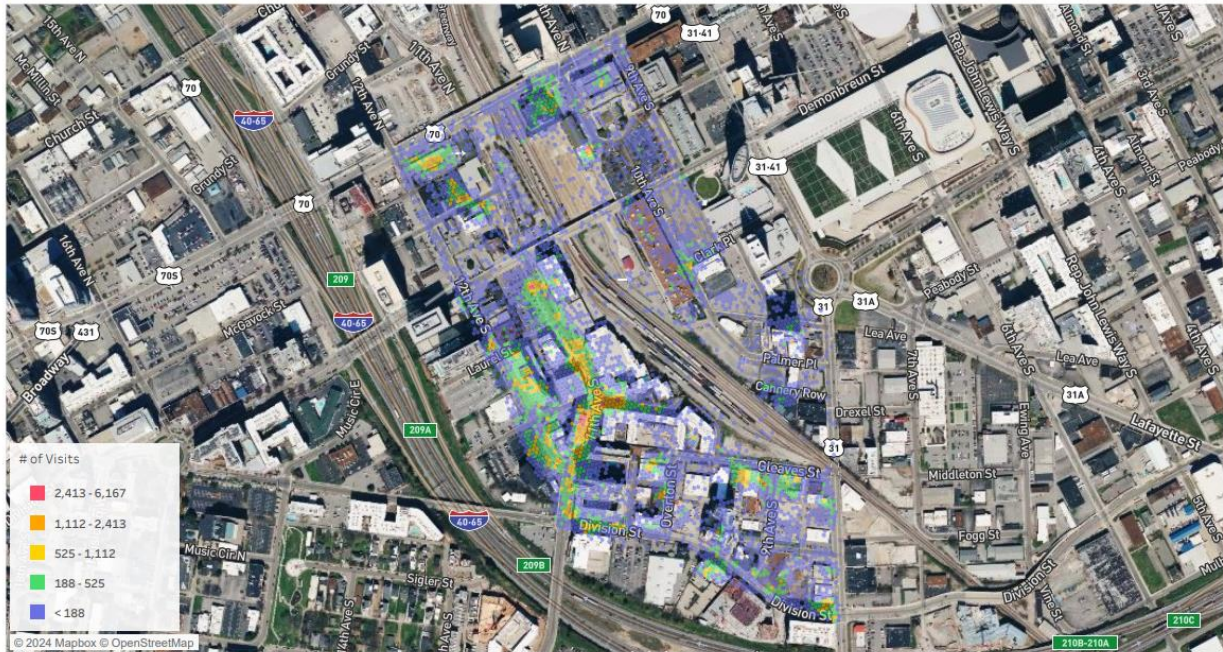
A heat map was provided to NDOT that shows a snapshot of pedestrian activity for the month of June 2024 in the Gulch with the heaviest pedestrian activity concentrated around 11th Ave S and 12th Ave S.

Hexagon Heatmap Based on Visitation | June 1st, 2024 - June 30th, 2024



Gulch Vending
Nashville, TN

7.3—Heatmap of pedestrian activity in the Gulch

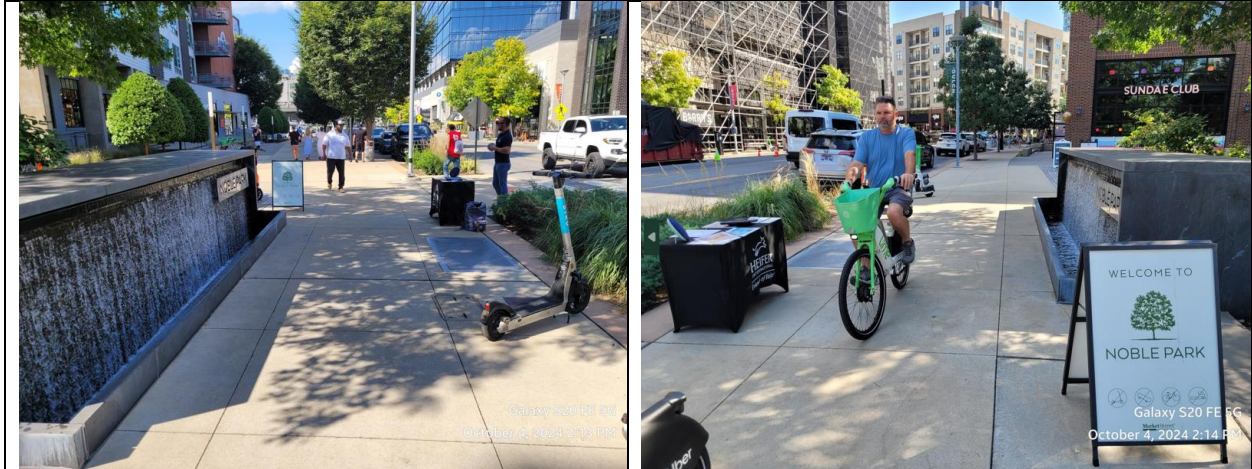


Delivery Date: 09 Jul 2024

Audience Filter: Visitors

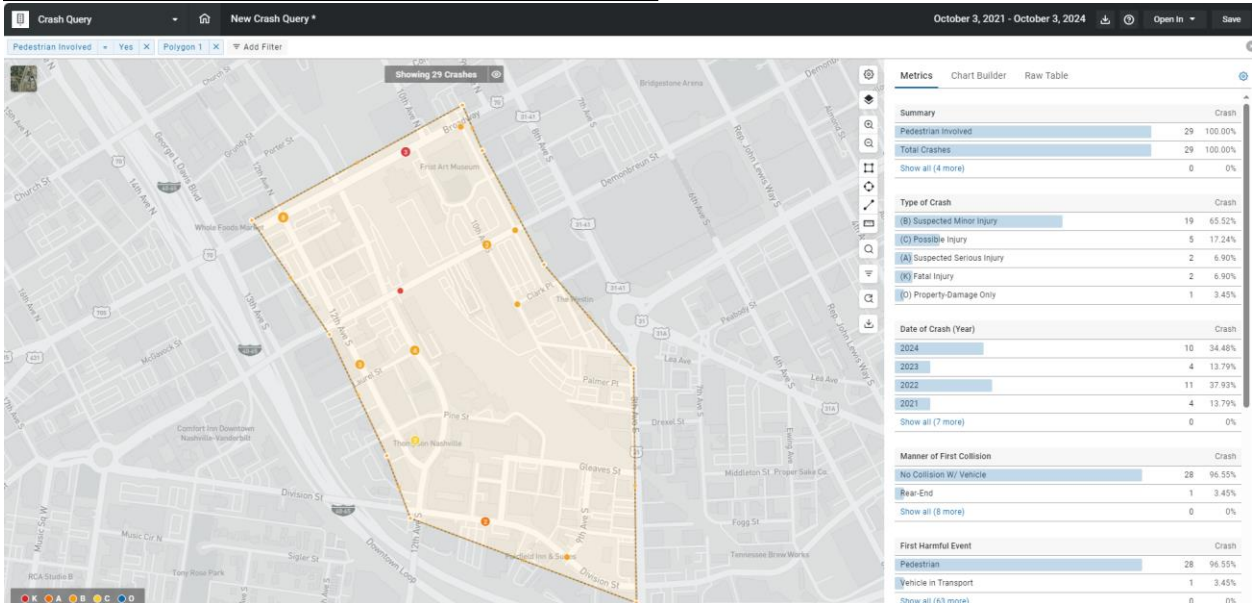
The sidewalk in the Gulch is mostly 10-ft in width, with a landscaped furnishing zone taking half of the available path of travel. While a vendor could technically set up a stand in the furnishing zone, the ADA path of travel would be diminished by any customer queue at the stand. In the photos below, Noble Park (to the left in the first three photos) is private property. Almost all of the sidewalk in the Gulch abuts metered parking or valet lanes, which significantly reduces the availability of viable vendor locations. Vendor stands are prohibited within 15 ft of any fire hydrant, fire escape, bus stop, parking meter, or loading zone.





Using TITAN and AASHTOWARE, NDOT performed a three-year crash history query of the Gulch area and found that there were 29 pedestrian-related crashes. Of these pedestrian crashes, 26 were injury crashes, and two were fatal. Insufficient data exist to establish correlation between pedestrian crashes and sidewalk vending, but the data do show a concerning post-COVID upward trend in pedestrian crashes within the Gulch.

7.3—3-year pedestrian crash history for the Gulch



NDOT is actively working to proactively remove sidewalk obstructions such as scooters, bicycles, sandwich boards, and vending stands from locations with the greatest pedestrian densities such as downtown and now in the Gulch. NDOT has begun installing new scooter and bicycle corrals adjacent to the curb in downtown locations and is working with the mobility companies to incentivize using the corrals and to disincentive use of the sidewalk for scooters and bikes.

The staff recommendation is to expand the existing no-vending area into the Gulch area as described.

New Business

Other Items

9.1 Elections for Chair and Vice Chair

The standing rules of the Traffic & Parking Commission (revised February 13, 2023) require an annual election in November for Chair and Vice Chair.

9.2 Commission meeting times

The standing rules of the Traffic & Parking Commission state that the Commission shall meet on the second Monday, or at the call of the Chair. The standing rules are silent on the exact meeting times. Because the Commission has established a 3pm meeting time for many years, NDOT staff recommends that the Commission record a vote on a permanent deviation from the established meeting time, should a new time be preferred by the Commission.