



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: March 5, 2025

SUBJECT: March 10, 2025, 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.

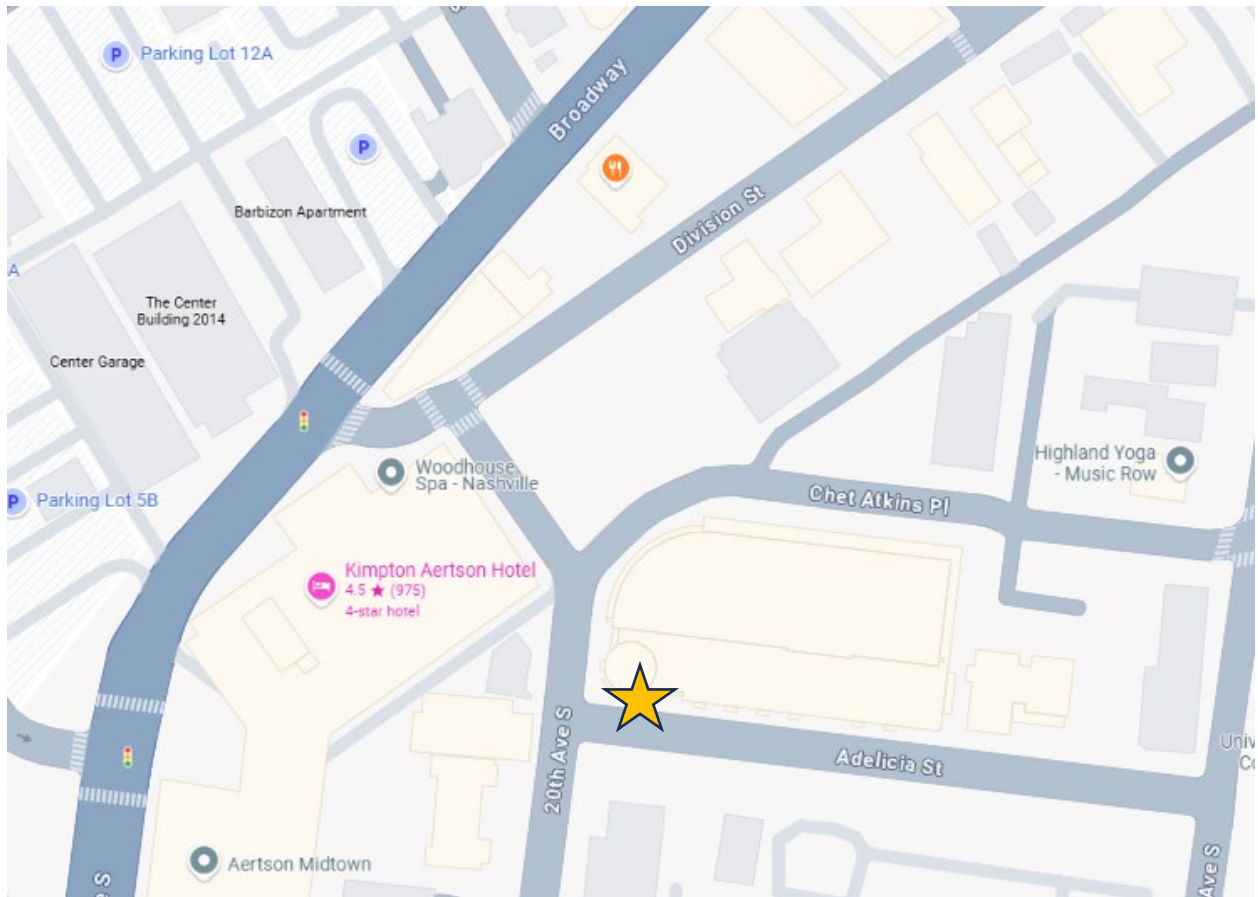
STAFF ANALYSIS:

Consent Agenda

5.1 CD 17: Revocation of existing valet permit at 1920 Adelcia St, requested by NDOT.

Recommendation: The restaurant at this location had a valet approved in 2023. The 2024 valet fee invoice has been unpaid, and the restaurant has been unresponsive. NDOT has informed the restaurant ownership that the Department intends to revoke the valet permit for nonpayment. The underlying parking regulation for this curb space, which is located in midtown, is existing pay parking.

Analysis: Revoke valet permit for 1920 Adelicia St.



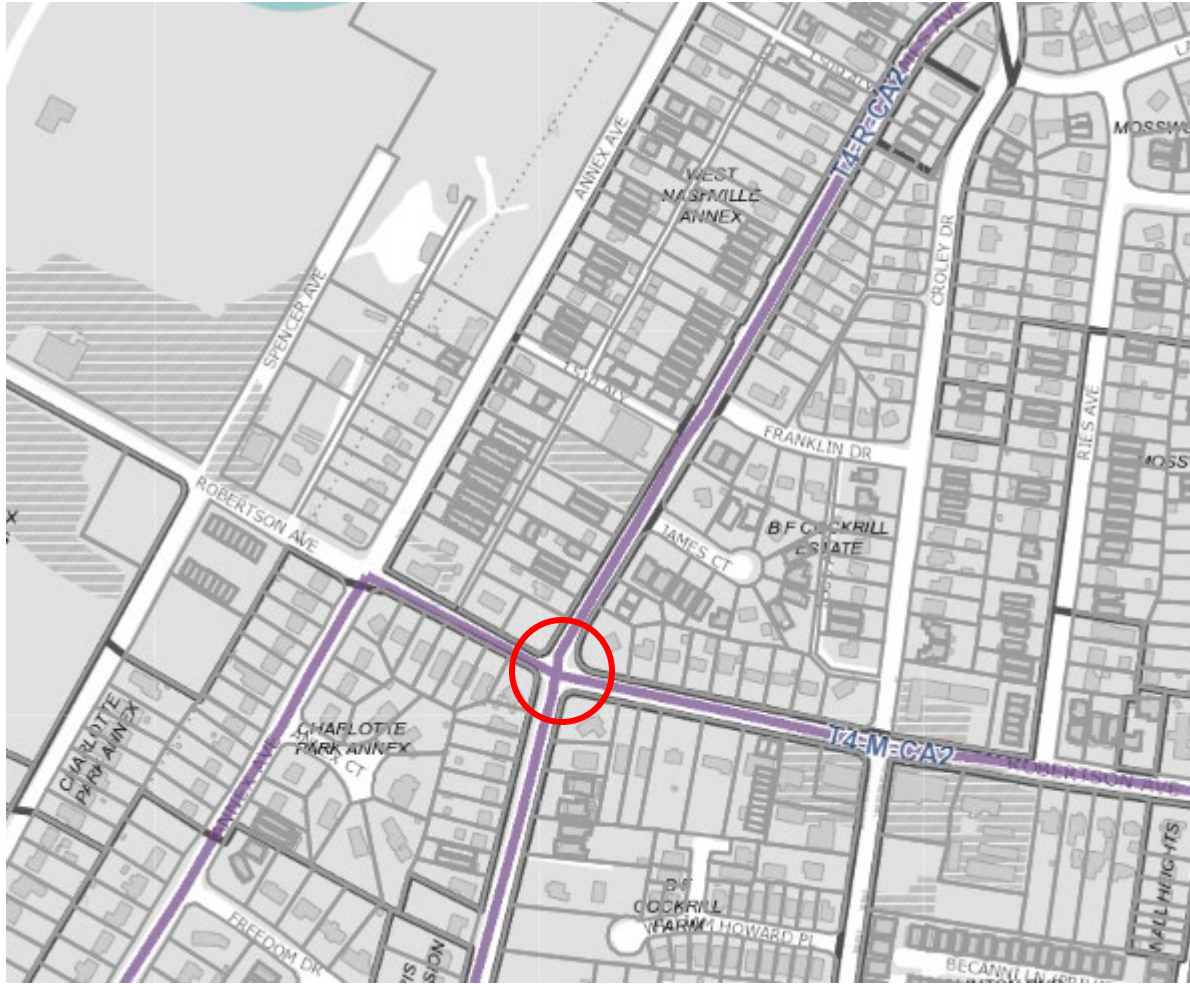
Recommendation: Approve a new multiway stop for Robertson Ave and James Ave/Westboro Dr.

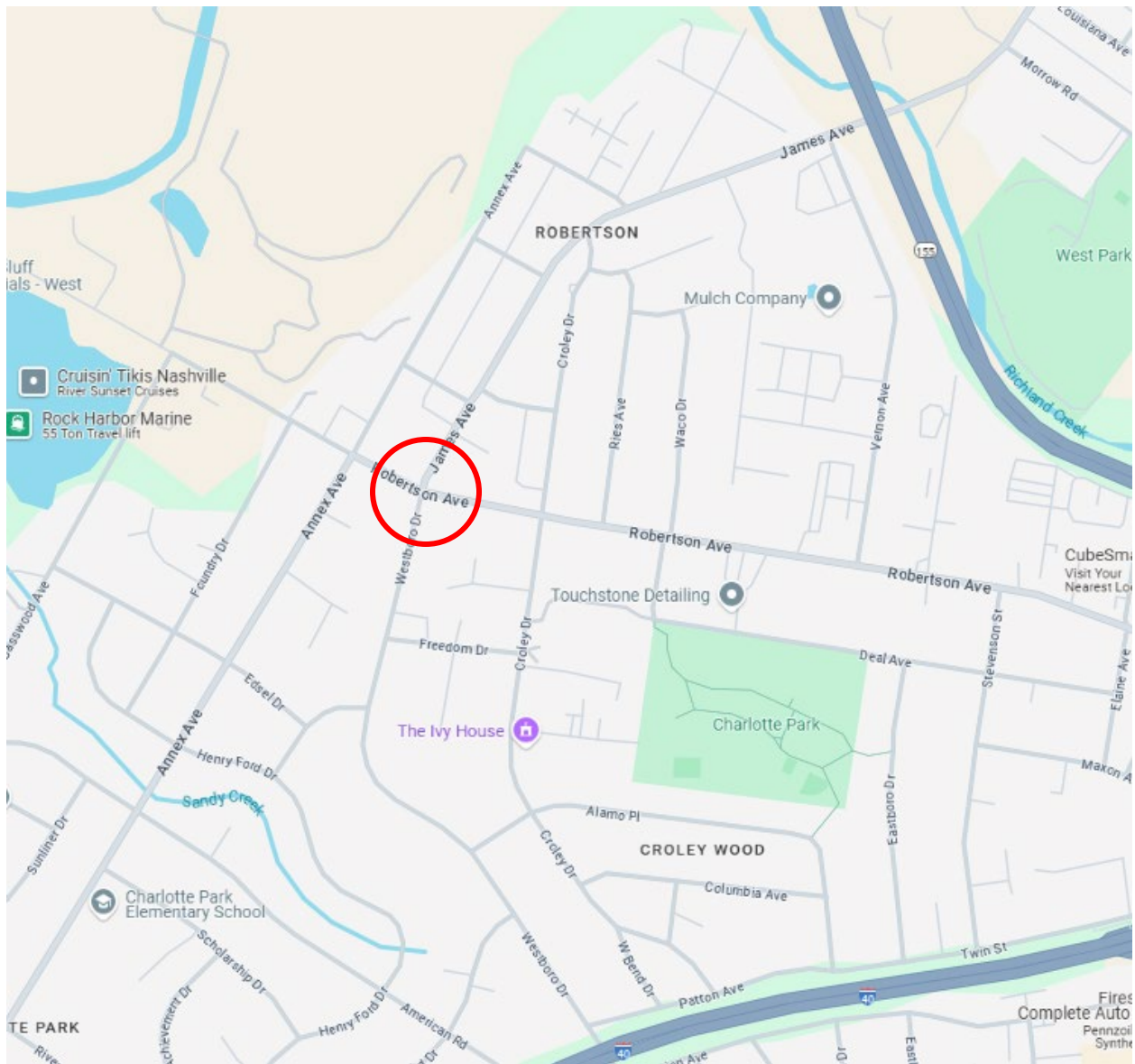
Analysis: This intersection has been the subject of numerous complaints in Hub Nashville and from neighborhood stakeholders. Currently configured with two-way stop control for James/Westboro, each of these streets Robertson, James, and Westboro are designated as collector streets by Metro's major and collector street plan.

A review of the crash history found that the intersection didn't meet MUTCD warrant B on crashes alone. NDOT deployed a LIDAR system on February 27 to collect traffic data. As this report is being prepared, the traffic data and related traffic counts are still being reviewed. Field observations suggest that the intersection does not meet MUTCD warrant C for traffic volume, not for a combination warrant D.

However, Warrant E.4 establishes that the MUTCD requirement can be satisfied at locations where two residential collector (through) streets of similar design and characteristics intersect and where a multiway stop would improve operational characteristics of the intersection. This warrant for an all-way stop is satisfied at this intersection.

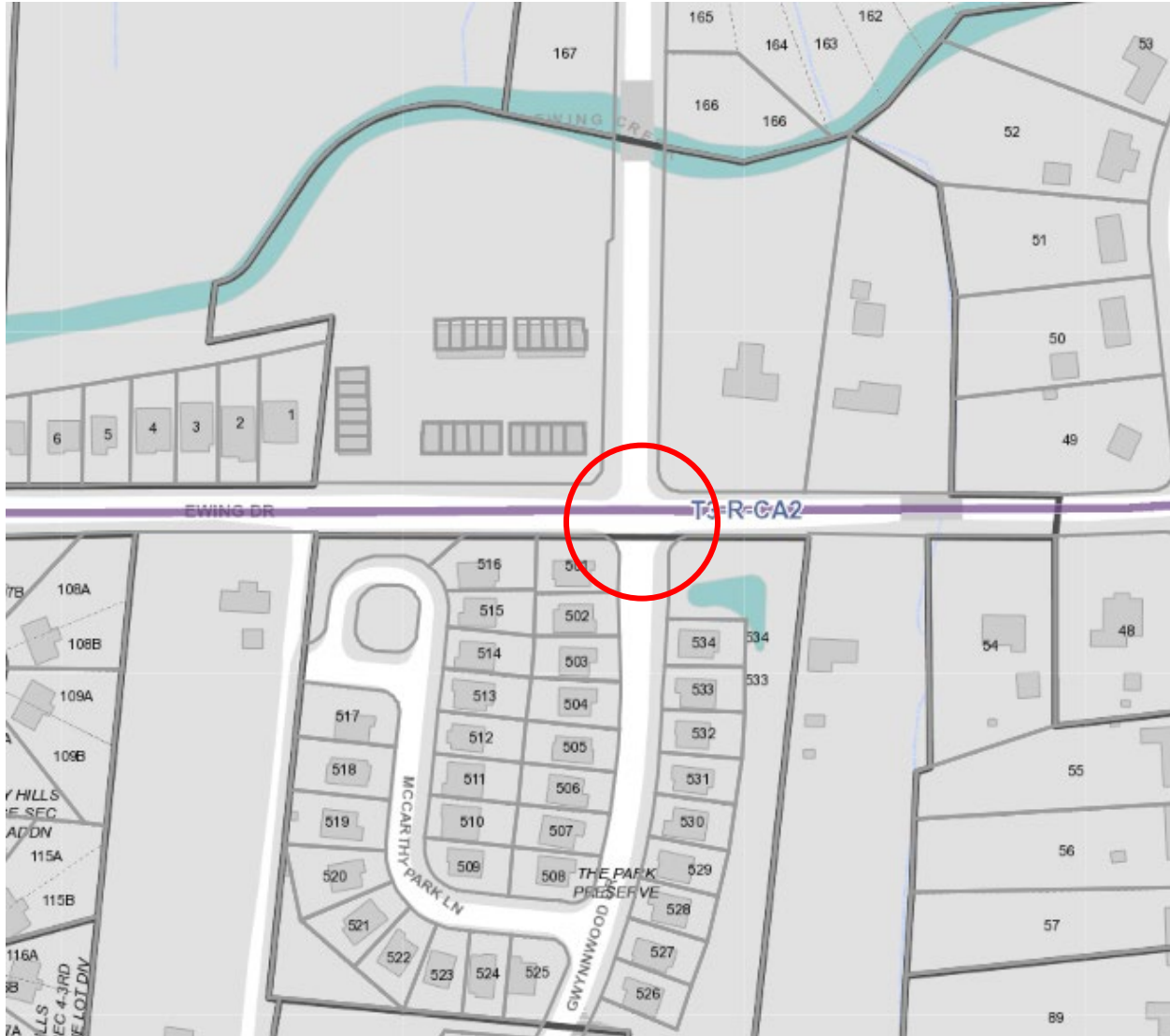






Recommendation: Approval of new multiway stop for Ewing Dr & Gwynnwood Dr.

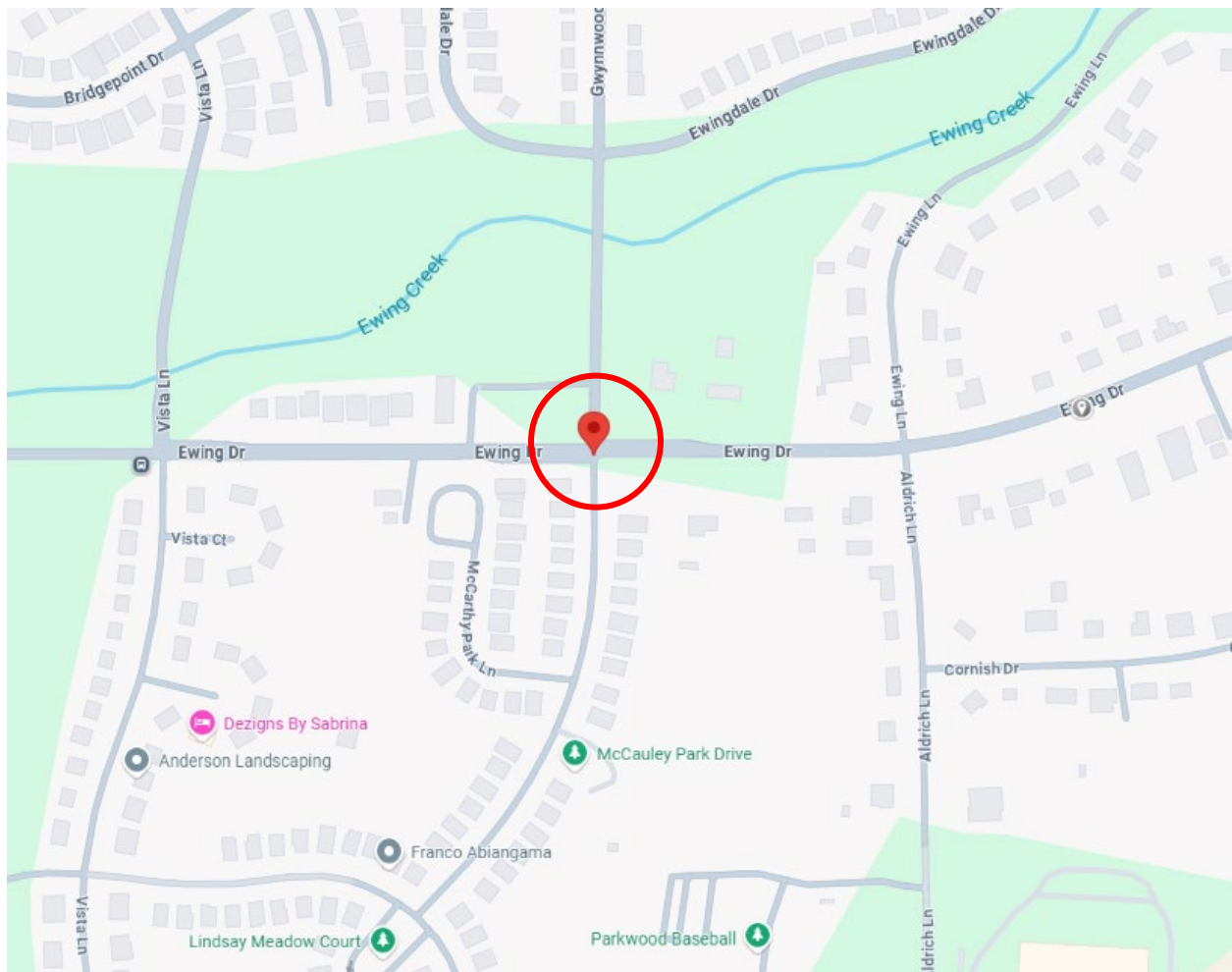
Analysis: This intersection has been under review for safety improvements since the end of 2024. Unlike the previous intersection of Robertson Ave and James/Westboro, where two similar residential collectors intersect, Ewing and Gwynnwood are two dissimilar streets. Both are configured with two lanes, but Ewing Dr is a two-lane collector street connecting Brick Church Pike with Knight Dr. Gwynnwood Dr is a residential local road.



A crash history warrant analysis shows ten angled crashes over a three year period, with six occurring in 2024. The MUTCD crash warrant is satisfied with five or more reported crashes within a 12-month period that would be susceptible to correction by an all-way stop. New multiway stop control is warranted at this intersection.

A new all-way stop alone may not be sufficient to reduce the number of angle crashes at this intersection. NDOT will evaluate whether the existing 40 mph posted speed limit is still

appropriate for this corridor. If a revised speed limit is indicated, NDOT will make another request to the Commission later this year.



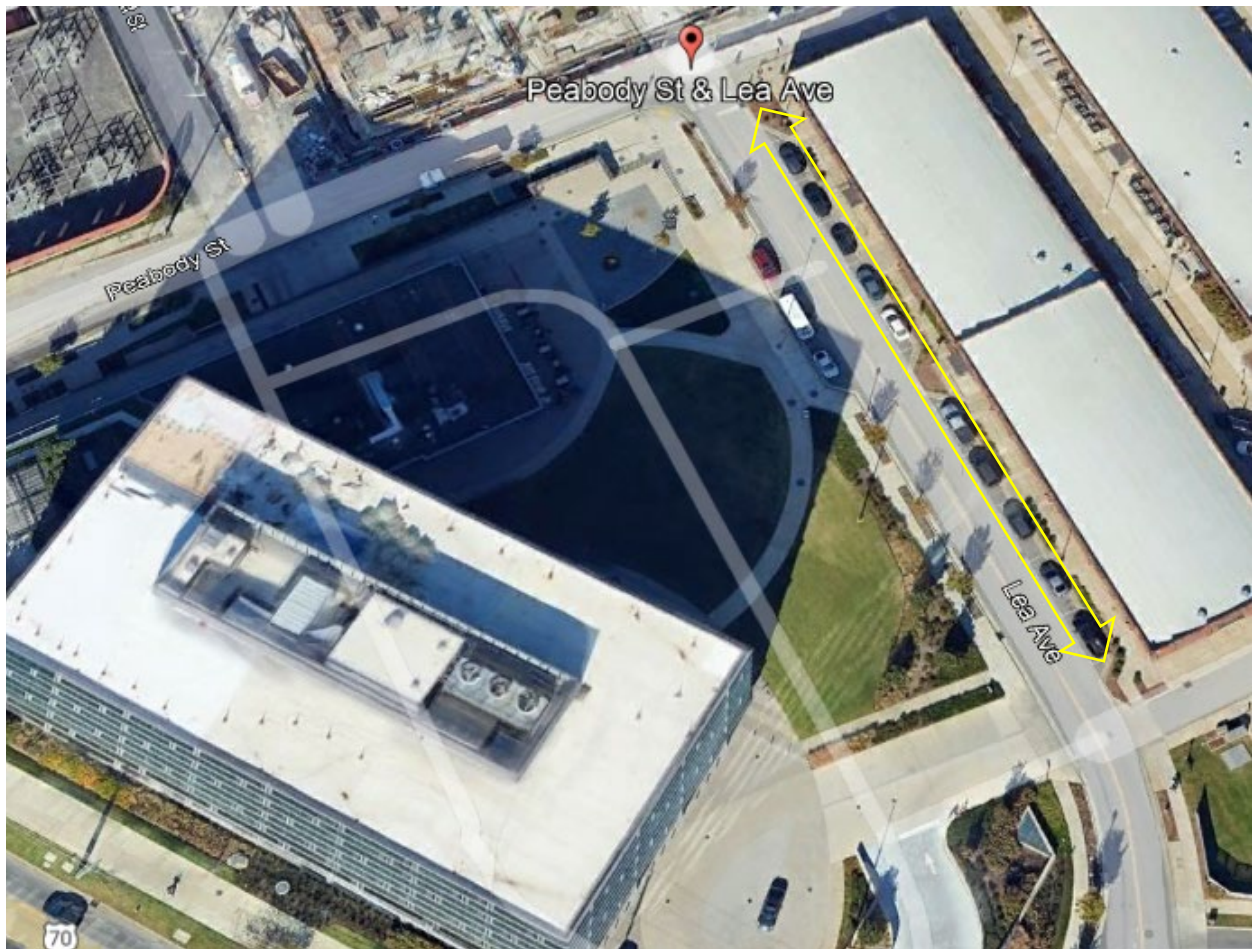
Regular Agenda

6.1 Introduction of new NDOT on-street space rental policy.

This new policy is provided as a separate pdf from this report, along with the current bagged meter policy. It is being introduced today for information and for public comment and will be presented in April to the Commission for an approval vote.

6.2 CD 19: Approval for new pay parking, requested by NDOT.

6.2.1 East side of Lea Ave between Peabody St and Hermitage Ave, for pay parking 24/7;



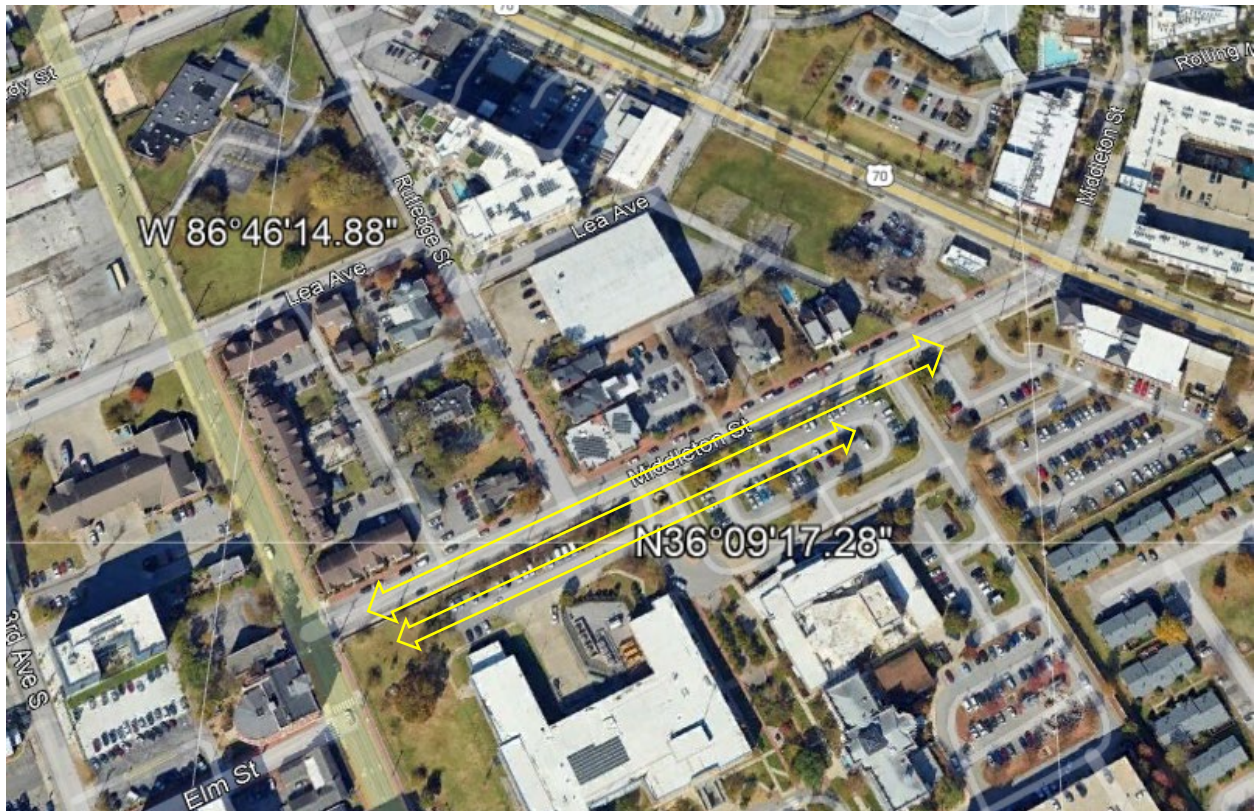
Approximate number of spaces: 10
Hours of enforcement: 24/7
Parking width: 8 ft/pull-offs

6.2.2 North side of Lea Ave between Rutledge Ave and Rutledge Ave, for pay parking 24/7;

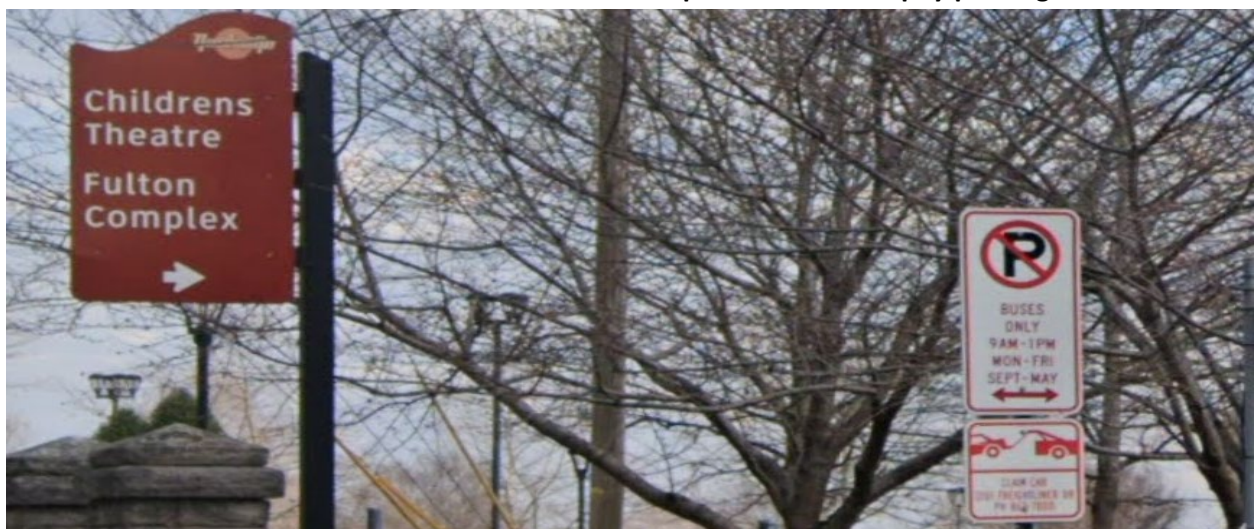


Approximate number of spaces: 13
Hours of enforcement: 24/7
Parking width: 8 ft/pull-offs

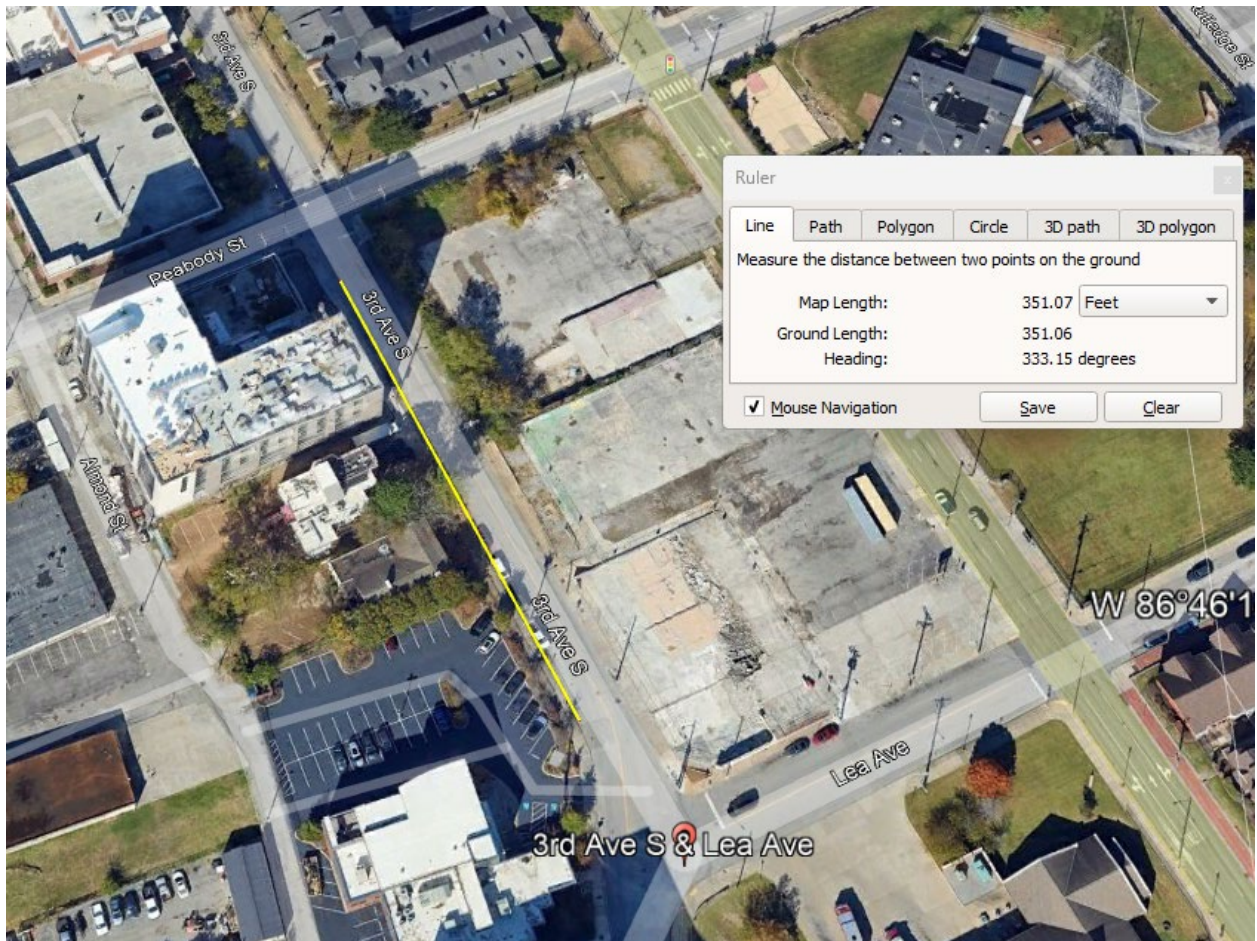
6.2.3 North and south sides of Middleton St between 2nd Ave S and Hermitage Ave, for pay parking 24/7;



Approximate number of spaces:	60
Hours of enforcement:	24/7
Parking width:	8 ft/pull-offs
Notes:	Existing bus only parking Mon-Fri 9AM-1PM Sept-May on south side of Middleton St between Rutledge St and 2 nd Ave S will be replaced with new pay parking.



6.2.4 West side of 3rd Ave S between Lea Ave and Peabody St, for pay parking 24/7;



Approximate number of spaces: 16
Hours of enforcement: 24/7
Parking width: 8 ft
Notes: Pay parking may be replaced in the near future with Connect Downtown improvements in this area.

6.2.5 North and south sides of Grundy St between 11th Ave N and 13th Ave N, for pay parking 24/7;



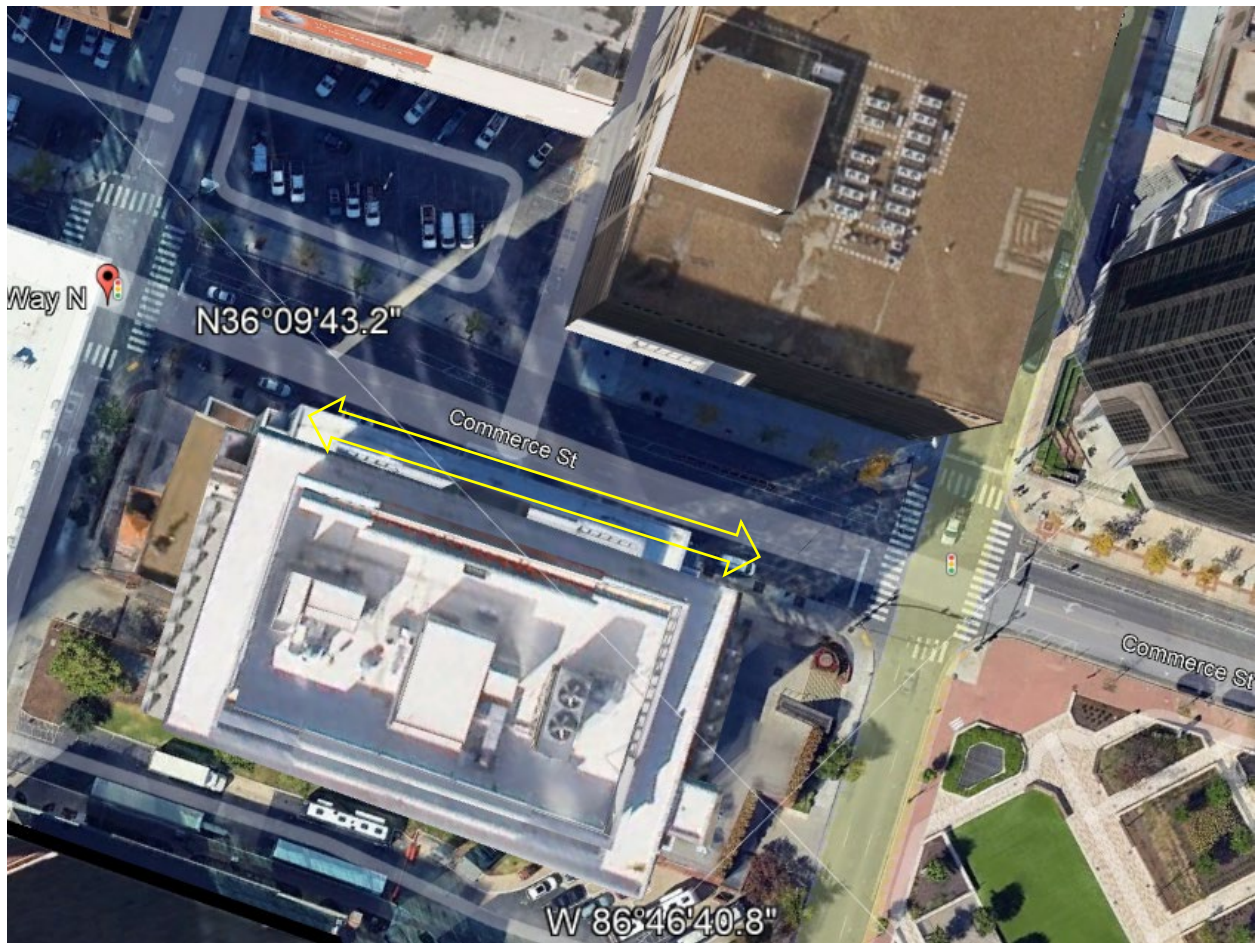
Approximate number of spaces:	11
Hours of enforcement:	24/7
Parking width:	8 ft

6.2.6 East side of 12th Ave N between Grundy St and Church St, for pay parking 24/7;



Approximate number of spaces:	15
Hours of enforcement:	24/7
Parking width:	8 ft/pulloffs

6.2.7 South side of Commerce St between Rep John Lewis Way and 4th Ave N, for pay parking 24/7;



Approximate number of spaces:	9
Hours of enforcement:	24/7
Parking width:	8 ft

6.2.8 East and west sides of 11th Ave N between Church St and Charlotte Ave, for pay parking 24/7;



Approximate number of spaces:	70
Hours of enforcement:	24/7
Parking width:	8 ft
Notes:	Residential apartment buildings on the east side

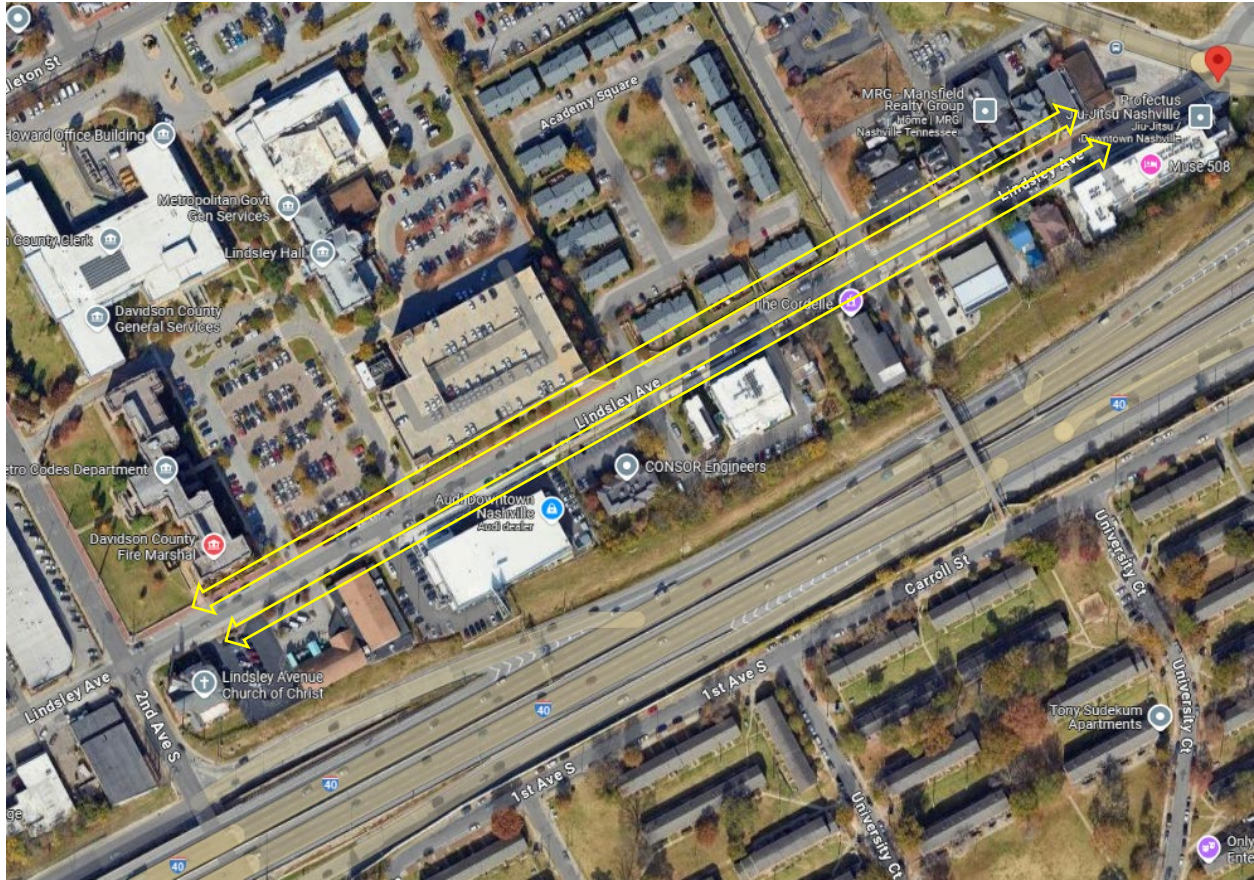
6.2.9 East and west sides of 12th Ave N between Grundy St and Charlotte Ave, for pay parking 24/7;



Approximate number of spaces: 17
Hours of enforcement: 24/7
Parking width: 8 ft

Notes: A portion of this request overlaps with item 6.2.6, above. At the present time, the only additional area eligible for legal parking are on the east side of 12th Ave N between Hynes St and Charlotte Ave. This area is shown with a red arrow in the above illustration.

6.2.10 North and south sides of Lindsley Ave between 2nd Ave S and Hermitage Ave, for 2-hour time limited parking only from 8AM—4PM, Mon—Fri.



Approximate number of spaces: 70
Hours of enforcement: 2-hour parking, 8AM—4PM, Mon—Fri
Parking width: 8 ft

6.3 CD 02: Reduction of posted speed limit on Whites Creek Pike from 40 mph to 35 mph between W. Trinity Dr Lane and W Nocturne Dr, requested by NDOT.

Recommendation: Approval of new 35 mph posted speed limit on Whites Creek Pike from W. Trinity Lane and W. Nocturne Dr.



Analysis: In late 2024, NDOT Development staff rejected a new driveway proposed for a development for 2311 Whites Creek Pike due to insufficient intersection sight distance for right turning movements from the new driveway. The developer's consulting engineer requested an appeal of this decision to the December 2024 meeting of the Traffic & Parking Commission. The Commission deferred this appeal to allow for further study of potential safety improvements for this segment of roadway. One of the safety improvements included a study to determine whether the recommended speed limit is different from the posted speed limit. Note that approval of this request for a new speed limit does not include an approval of the proposed driveway connection. This driveway appeal is on this agenda as item 7.1 under Unfinished Business.

Whites Creek Pike is a two-lane arterial street that's included in Nashville's High Injury Network. The study area identified seven transit stops along the corridor, but pedestrian infrastructure is limited. At the current speeds, the horizontal curvature of the roadway limits available sight distance for vehicles entering the roadway within the study area.

NDOT and the consultant scoped a speed study for Whites Creek Pike between W. Trinity Ln and Moormans Arm Rd. The posted speed limit of Whites Creek Pk is 40 mph along this segment. The consultant collected data at two locations on Whites Creek Pk over three days in January 2025. The speed study used both the NCHRP 976 Posted Speed Limit Setting Procedure and Tool as well as the NCHRP 17-76 Speed Limit Setting Tool to determine a recommended speed limit, considering both the 50th and 85 speed percentiles. This study used roadway characteristics, number of access points, crash history, pedestrian activity, lane configurations, along with observed spot speeds to establish a recommended speed limit.

The recommended speed limit was determined to be 40 mph from Moormans Arm Rd to W. Nocturne Dr. This recommendation is unchanged from the existing posted speed limit and is therefore this segment is not included in this request for a change in the speed limit.

However, the same study determined that the recommended speed limit for Whites Creek Pk between W. Nocturne Dr. and W. Trinity Lane should be 35 mph, a reduction from the current 40 mph speed limit. NDOT concurs with this recommendation and requests approval for a new 35 mph posted speed limit on Whites Creek Pk between W. Trinity Lane and W. Nocturne Dr.

If the new speed limit is approved, NDOT will begin the process of community education to inform residents of the upcoming change and the analysis that went into the decision making process to include measured speeds, crash rates, driveway density, roadway geometry and land use. The community education process will be coordinated with the District 02 council member. Prior to installation of new signage, NDOT will place digital message boards to alert the public to upcoming speed limit changes and coordinate with MNPd.

Unfinished Business

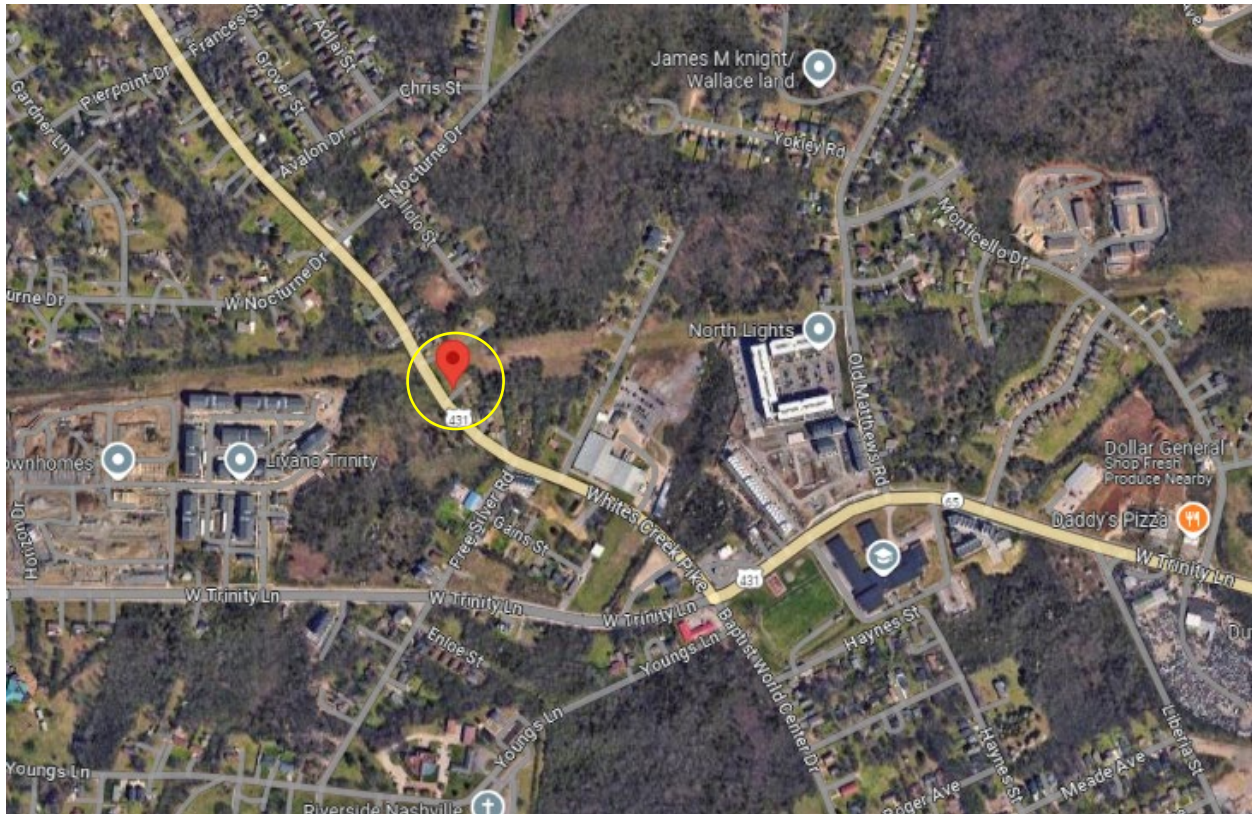
7.1 CD 02: Consideration of driveway appeal for 2311 Whites Creek Pike, requested by Catalyst Design Group
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Recommendation: NDOT recommends an indefinite deferral of this appeal.

Analysis: NDOT is recommending an indefinite deferral of the driveway appeal. NDOT and the developer's consultant developed a scope for a speed study of Whites Creek Pike from W. Trinity Lane to Moormans Arm Rd to determine if the posted speed limit should be changed to another recommended speed limit. This recommendation is item 6.3 of today's agenda. With the approval of item 6.3, the required intersection sight distance for a right turn from a stop condition would be reduced from 385 ft to 290 ft. The available intersection sight distance at this proposed driveway location is 205 ft. A Policy on Geometric Design of Highways and Streets, by the American Association of State Highway and Transportation Officials (AASHTO) advises that when the minimum recommended sight distance for a right turn maneuver from the minor road cannot be provided, then consideration should be given to installing regulatory speed signing or other traffic control devices on the major-road approach. NDOT and the developer will develop a signage and marking plan to alleviate these conditions.

The previous analysis for the December driveway appeal is reproduced below this point.

This is an appeal for a denial of a driveway connection for a new development proposed for 2311 Whites Creek Pike. The developer wishes to construct 16 new multifamily units with access provided by one driveway on Whites Creek Pike approximately 680 ft north of Toney Rd. Whites Creek Pike is a state route, designated US-431, but TDOT has delegated approval of driveway connections within Davidson County to NDOT.



Whites Creek Pike is a two-lane arterial street with a posted speed limit of 40 mph. For a 40 mph speed, the guidelines from A Policy on Geometric Design of Highways and Streets, by the American Association of State Highway and Transportation Officials (AASHTO) specify a minimum stopping sight distance of 305 ft. Stopping sight distance is the length required for a motorist to detect an object in the roadway that requires a stop and still have enough room to be able to safely come to a stop.

The AASHTO manual also contains guidelines for minimum intersection sight distance, which allows enough of a time gap for a motorist to turn from the site driveway on to Whites Creek Pike without requiring oncoming traffic to significantly reduce speed. For the posted speed limit of 40 mph, the design values for intersection sight distance for a motorist turning from a stop is 445 feet for left turns and 385 feet for right turns. The proposed driveway connection meets the 445 ft left turning intersection sight distance with over 600 ft available. However, it fails to meet the 385 ft right turning intersection sight distance with only 195 ft available. For this reason, NDOT Development staff denied the driveway connection for this proposed 16-unit development.

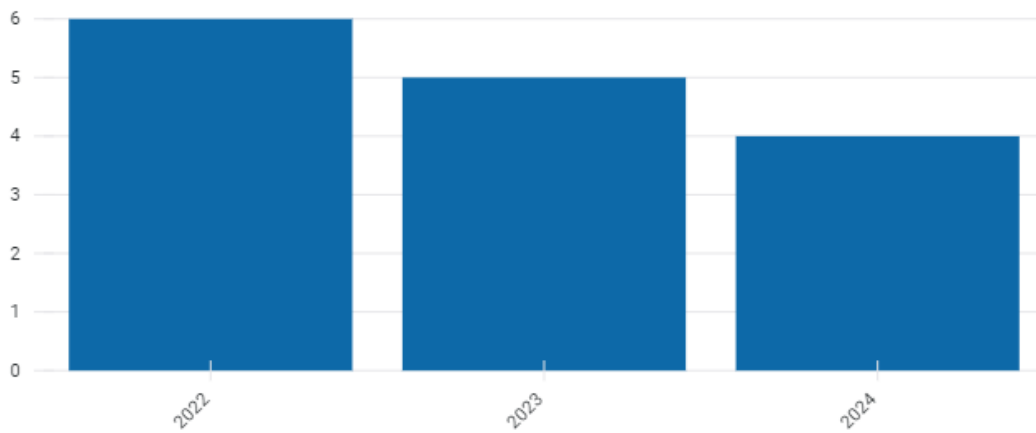
The problem with inadequate intersection sight distance can be seen in this Google street view photo of Whites Creek Pike near the project site:



The developer's consultant proposes to mitigate the deficiency in intersection sight distance with a proposed combination of vegetative pruning, a warning sign and a flashing beacon. NDOT development staff rejected this proposed mitigation as insufficient, and the consultant has appealed the decision to the Traffic & Parking Commission. NDOT traffic engineering staff recommends that the Commission uphold the driveway denial. A 3-year crash analysis shows a downward trend in crashes on Whites Creek Pk between W Trinity and W Nocturne.



Whites Creek Pike (Nocturne to Trinity)



3-Year Crash History of Whites Creek Pk

New Business

Other Items

9.1 Recognition of Commissioner Woods

Thank you, Saralee, on your dedication and years of service to the Traffic & Parking Commission. You will be missed.

NDOT Standard Policy

SECTION: Parking Department	POLICY NO.: 103.001.2025
SUBJECT: On-Street Space Rental	EFFECTIVE: TBD PAGE: 1 of 2
APPLIES TO: Rights of Way Curb Parking	☒ NEW ISSUE ☐ PARTIAL REVISION ☐ COMPLETE REVISION

Standard Policy

To help counter the demand for parking in Nashville, NDOT will offer the public the opportunity to rent space in the public right-of-way (“ROW”) via an application that is available on the NDOT website. NDOT has three options available for space rental: Metered Space Rental (for parking, staging, and unloading), Valet Metered Space Rental (for valet only), and Unmetered Space Rental (for 7-day temporary valet service and 30-day loading zones). These options are described below. Once an application is approved, and at least 12 hours before the requested rental is scheduled to begin, NDOT will place cones with NDOT signage in the rented parking spaces to reserve them. At the end of the rental period, applicants must return all cones to NDOT. NDOT will assess an additional charge, based on market rates, per each cone that is not timely returned.

Options for Space Rental

1. **Metered Space Rental (parking, staging, and unloading):** This option is available in those areas where paid parking is already established and active and is meant for those applicants who wish to rent space in ROW for the purpose of vehicle parking, placements of pods or dumpsters, loading and unloading, or staging vehicles. This option may not be used for short-term valet service or street vending. Each space is 22 feet long. Applicants must apply to reserve enough spaces to ensure smooth entry and exit from the spaces so as not to impact movement of traffic in the ROW. Rental rates for this option will be set in accordance with the current “On Street Metered Space Rental Fee Policy” approved by Traffic and Parking Commission. Approved applicants must abide by all applicable state and local laws regarding traffic and parking. Violations of any such laws may result in citations and associated fines as set forth in the Metropolitan Code of Laws.
2. **Valet Metered Space Rental (for valet only):** This option is available in those areas where paid parking is already established and active and is meant for those applicants who wish to rent parking spaces in the ROW for up to seven consecutive days for the purpose of offering valet service. This option may not be used for street vending. Rental rates for this option will be set in accordance with the current “On Street Metered Space Rental Fee Policy” approved by Traffic and Parking Commission and will include an additional valet fee. Temporary valet permits must be available for inspection and comply with NDOT’s “Valet Stand in ROW” policy. Valet Metered Space Rentals require a two-space minimum. Applicants may rent the same valet metered spaces every 30 days. Approved applicants must abide by all applicable state and local laws regarding traffic and parking. Violations of any such laws may result in citations and

associated fines as set forth in the Metropolitan Code of Laws and potential revocation of the applicant's Valet Operator License. Special requests to extend the 7-day period may be granted on a case-by-case basis with prior written approval from NDOT.

3. **Unmetered Space Rental (for valet, loading zone):** This option is available in non-metered areas where there is curb space available and is meant for those applicants who wish to rent curb space for up to seven (7) days of valet service or up to thirty (30) days of loading zones. Each curb space is 22 feet long. This option may not be used for street vending. This option **requires a temporary lane closure permit**, which may be associated with varying days of operation and may be associated with varying fees for permits and violations. For more information, visit the NDOT permits website at <https://www.nashville.gov/departments/transportation/permits>

Rental rates will be set in accordance with the current "On Street Metered Space Rental Fee Policy" approved by Traffic and Parking Commission and will include an additional valet fee. Temporary valet permits must be available for inspection and comply with NDOT's "Valet Stand in ROW" policy. Non-compliance with traffic and parking rules and regulations and policies may result in violation fees. Special requests to extend the 7- or 30-day periods may be granted on a case-by-case basis with prior written approval from NDOT. Valet applicants may rent spaces every 30 days, with a minimum of two spaces. Loading zones are permitted to operate during the established date range. Approved applicants must abide by all applicable state and local laws regarding traffic and parking. Violations of any such laws may result in citations and associated fines as set forth in the Metropolitan Code of Laws.

	ISSUED BY: NDOT Parking Division

**NASHVILLE DEPARTMENT of TRANSPORTATION
& MULTIMODAL INFRASTRUCTURE**

INSTRUCTIONAL POLICY UPDATE (IPU): 2024

SECTION: 103 Curbside Operations	POLICY NUMBER: 103.2.2024
SUBJECT: On Street Metered Space Rental Fee	SUPERSEDES: 2021 calculation
SUBMITTED BY: NDOT – Parking Division REVIEWED BY: Diana Alarcon APPROVED BY: Diana Alarcon	APPROVED DATE: 1/4/2024
APPLICABLE CODES/ORDINANCES: Existing rate of \$21 per space/day	

EFFECTIVE DATE: 2/15/2024

PURPOSE: To Establish Cost per on-street parking space in CBD and NON-CBD areas

PROCEDURE: Daily Parking Metered space fees are to be calculated by the following formula:

(T x D) x U, where:

T = The established hourly rate for CBD or NON-CBD

D = Number of hours in a day

U = Flat Utilization rate of 65%

CBD: \$2.25/hr x 24 hrs = \$54 x 0.65 occupancy = **\$35**

Non-CBD: \$1.75/hr x 24 hrs = \$42 x 0.65 occupancy = **\$28**

CBD = \$35/Day

NON-CBD = \$28/Day