

**Multimodal Access Closure Advisory Committee Meeting Minutes 03/13/25 (1:30 pm – 2:30 pm)**

<b>Member</b>	<b>Department</b>	<b>Attended</b>
Sam Phillips	Contractor Representative	No
Jeff Duncan	Metro Water Services	Yes
Rob Mortensen	Broadway Entertainment Association	No
Katie Freuberg	WeGo Representative	Yes
Sarah Fugate	TDOT Representative	Yes
Wesley Smith	WalkBike Representative	Yes
Tommy Jones	NDOT Representative	Yes
Mark Denton	Metro Police Department	Yes
Wes Hamilton	Contractor Representative	No
Michael Hayes	Developer Representative	No
Lawrence Hutchison	Metro Fire Department	Yes
Shannon Roberts	Metro Codes Department	Yes
Jon Sipes	Nashville Electrical Services	Yes
Ryan Woodson	Site Plan Engineer	No
David Corman	Nashville Downtown Partnership	Yes

**1) 4314 Harding Pike**

- **Applicant:** Cody Tollison - Turner Construction ([ctollison@tcco.com](mailto:ctollison@tcco.com))
- **Location:** 4314 Harding Pike between Kenner and Bosley Springs
- **Time Frame:** March 2025 – August 2025
- **Project Description:** Intersection upgrades and utility tie ins
- **Type of Closure:** 3 phase closures affecting traffic on Harding
  - Phases will affect east and west bound lanes separately to maintain flow
  - Crossing to be done at night
- **Why Closure is Needed:** Utility ties ins are in Harding. New islands are in Harding.
- **Public Comment:**
  - There was no public comment at this time.
- **Questions/Suggestions:**
  - Intersection improvements are trying to help with traffic.
  - Also adding new utility tie ins to feed HG development.
  - Phase 1 - storm work during the day while maintain two lanes of traffic.
    - There is no existing sidewalk near Mapco but will have detour signage.
    - WeGo transit stop will be asked to be relocated. They have not had any coordination with WeGo yet, but they will connect.
    - Turn lane will be closed but they will maintain two travel lanes of traffic – police will be present during the day to help move traffic.
  - Phase 2 – site utilities continuing to cross and installing two islands on the North and South of Kenner. One in lane and two lanes out.
  - Phase 3 – wrapping up utility ties, signals, and ADA sidewalks.
  - Looking to start work on 3/24 – phases will bounce back and forth but hoping to have Kenner intersection done in June.

- Longest lead time will be waiting on signal arms and coordination with NDOT on install.
- Phases allows work to be done together - will need coordination with the signal work.
- Work is being done as a development job – have received TDOT permit already.
- New road is being built now, and this work is to connect new road into the intersection.
  - 1<sup>st</sup> part is Ridge Field, and 2 part is Kenner.
- Signal already approved for take down by Traffic and Parking Commission.
- Project confirmed the 100-foot taper has already been approved by TDOT.
- Further discussion was had on relocation of WeGo stop.
  - 35 passengers at Truist stop, runs every 10 minutes for 5 am until 1: 30 am.
    - Bus stopping in turn lane might back up traffic.
  - Police can assist with bus merge back into traffic after loading/unloading.
  - Project needs to coordinate with WeGo, will try shifting stop to end of taper for now but will need to monitor for potential adjustments if needed.
  - Bus stopping in one lane at night is going to bring traffic to a stop.
    - Move bus stop up to allow for emergency traffic
    - Phase 2, nightly set up for an estimated 3 months of work.
- **Conclusion:** Approved, contingent upon coordinate bus stop relocations with WeGo and ensuring nightwork closures are pulled in during the daytime to allow for two travel lanes during phase 2 of their traffic control plan.

## 2) Monroe & 3rd Ave N

- **Applicant:** Allison Luck - TriMark Builders ([allison.luck@landcorp.com](mailto:allison.luck@landcorp.com))
- **Location:** 1227 3<sup>rd</sup> Ave N between Madison and Monroe
- **Time Frame:** April 2025 – October 2025
- **Project Description:** Building 14 units with placement of existing new utilities underground.
- **Type of Closure:** Phase 1-3, street-sidewalk-road
- **Why Closure is Needed:** Placement of utilities w/m ROW on street and sidewalk cannot be accomplished without closures due to conflict of ROW/Construction.
- **Public Comment:**
  - There was no public comment at this time.
- **Questions/Suggestions:**
  - Another closer one block up – aware that work can't happen at the same time.
  - Divided up project into two closures:
    - 1<sup>st</sup> on Monroe (2-3 months) pulling up sidewalks, putting in communication and stormwater. Objective is to keep closure long enough to stabilize sidewalks.
    - Once sidewalks are stabilized, they can then be use for equipment.
  - Closure starts just beyond the alley – come out of ground pole on their property.
  - There is also another restaurant mid-block that uses the alley.
  - 12 months total construction – closure request is for length of project, but they will probably be able to open the closure after 3 and ½ months.
  - Closure on 3rd is for stormwater, sidewalks, communication lines.
  - Did transformer when work was done on 4<sup>th</sup>. Based on current usage this transformer should suffice for all 54 units but just starting with the 14 units for now.

- 2<sup>nd</sup> closure is on 3<sup>rd</sup> for the light stanchion to be moved, wrapping storm around the corner, and crossing Monroe to get into existing storm on east side of storm.
  - Only going to close one lane of traffic.
  - There is one period where they will have to fully close 3<sup>rd</sup> for crossing. Agreed to do this work on the weekend to hopefully be least impactful to traffic.
- Project has the whole block of 3<sup>rd</sup> for parking – 2 25 ft wide access points off alley.
- They will also leave access to surface lot open during the closure of 3<sup>rd</sup>.
- Restaurant on northeast corner will have access from Monroe and the North of 3<sup>rd</sup>
  - Monroe will be back open by the time 3<sup>rd</sup> is needing to close.
  - Need to try and get the portion that is currently close on Monroe open before this closure takes place.
- Will be tight at the corner – only wide enough for two cars and sometimes people park on the street. There is just not a lot of space on this street.
- Number 9 WeGo bus does not run on weekends.
- The fire department would like map of total closure to know where and when things are open or closed for the whole area.
- Project must notify the fire department of the duration of the closure.
  - Currently supposed to notify the office of emergency management (OEM) when road get closed but will need to work this out for the area.
  - The other closure in the area needs to be investigated, critical to open the road back up before this project gets to their work.
- Sidewalk will remain open during the weekend closure.
- **Conclusion:** Approved, contingent upon all contractors and subcontractors not being permitted to park in public right of way and coordinating with OEM and NFD on closure plans.

### 3) 449 Humphries

- **Applicant:** Josh Littleton – Bell Construction ([jlittleton@bellconstructioncompany.com](mailto:jlittleton@bellconstructioncompany.com))
- **Location:** 441 Humphreys St between Pillow St and Brown St
- **Time Frame:** March 2025 – May 2025
- **Project Description:** 400 underground parking structure with a 55,000 SF office building with retail with another 55,000 SF building on south side.
- **Type of Closure:** Sidewalk Closure
  - Engineered traffic control plan will be in-place detouring pedestrians to the sidewalk located true north of Humphreys, and when able the contractor will flip the traffic control plan to the phase 2 version to allow for pedestrians to walk in a protected path outside of the work zone.
- **Why Closure is Needed:** Closure is needed to allow for the general contractor to perform construction activities within the roadway and existing sidewalk, as well as needing space for accessing the building structure and enclosure.
  - Construction activities to be performed during the closure will be constructing a new NES vault, removing/relocating existing utility poles, installing new water hydrants, installing new storm structure and storm line, completing grading of the north end of the property closest to the existing sidewalk, pouring new curb and gutter, pouring new

sidewalks, taping in to the main service lines under the road way and placing lines back to the future building.

- **Public Comment:**
  - There was no public comment at this time.
- **Questions/Suggestions:**
  - Committee voted to allow this project as a late add to the agenda to be reviewed due to the time urgency of the closure request.
  - 5-6 projects in this area, project needs NES work to be done to be able to move forward.
  - Mixed use space where old mansion was – upcoming excavations becomes utilities and communication coordination.
  - Sidewalk closure in front of site – NES vault inside existing sidewalk, effort to establish sidewalk closure area. Bringing existing barriers to existing cross walk, repaint cross walk and detour pedestrians to existing crosswalk.
    - Project has an updated plan from what was shown.
  - NDOT has already submitted a work order to have no parking signs installed across the street. Surrounds roads are timed parking in this area.
  - Projects main gate is at the central point of the property.
  - Phase 3 is for excavating vault – sidewalk will be opened back up once vault work is done.
    - People will not be able to park on either of the road.
  - Phase 2 will maintain a pedestrian travel path – building is about 4 feet of sidewalk, keeping pedestrians away from main construction is the main goal for the project.
  - Have a meeting with NES on Monday. Duration of work is 14 months.
  - Currently working on east side of mansion. There is also another development that will be adding another parking garage on westside of the mansion.
    - Access to this projects garage will line up with Brown Street.
  - Mansion was moved to allow for development while still preserving historic landmark.
    - Mansion will serve as the center of development.
- **Conclusion:** Approved.

#### 4) Member Terms and Opening a Virtual Link Discussions

- Based on Article IV Section 3 of our current bylaws “committee members shall serve a term of three years. During the inaugural period of this committee, four members will be asked to serve a term of four years, and an additional four will be asked to serve for 5 years”.
- The following member term years shall be as follows:
  - Wes Hamilton (Contractor Representative) - Term year ends 2025
  - Michael Hayes (Developer Representative) - Term year ends 2025
  - Ryan Woodson (Site Plan Engineer) - Term year ends 2025
  - Sam Phillips (Contractor Representative) - Term year ends 2025
  - Wesley Smith (WalkBike Representative) - Term year ends 2025
  - John Melia (Metro Police Department) - Term year ends 2025
  - Jon Sipes (Nashville Electrical Services) - Term year ends 2025
  - Rob Mortensen (Broadway Entertainment Association) - Term year ends 2026
  - Katie Freuberg (WeGo Representative) - Term year ends 2026
  - Sarah Fugate (TDOT Representative) - Term year ends 2026

- Brady Rich (Metro Codes Department) - Term year ends 2026
- David Corman (Nashville Downtown Partnership - Term year ends 2027
- Jeff Duncan (Metro Water Services) - Term year ends 2027
- Tommy Jones (NDOT Representative) - Term year ends 2027
- Lawrence Hutchison (Metro Fire Department) - Term year ends 2027
- The group discussed opening a virtual discussion link to the public and concluded that their recommendation would be to not open a virtual discussion link. The group felt if a member of the public wanted to participate in the meetings they should come in-person and discussing during the allocated public speaking portion of the meeting.
  - It was also determined that there does not appear to be any current Metro meetings that allow public participation via a virtual link. Some may offer a viewing link but those who wish to speak at a meeting must participate in-person.
  - The group recommended open some type of email/form submission instead where the public can submit questions and comments that the committee could then address during the public speaking portion of the meeting instead.