

Multimodal Access Closure Advisory Committee Meeting Minutes 07/10/25 (1:30 pm – 3:00 pm)

Member	Department	Attended
Sam Phillips	Contractor Representative	No
Jeff Duncan	Metro Water Services	Yes
Rob Mortensen	Broadway Entertainment Association	Yes
Karen Estrada	WeGo Representative	Yes
Sarah Fugate	TDOT Representative	Yes
Izi Witt	WalkBike Representative	Yes
Tommy Jones	NDOT Representative	Yes
John Melia	Metro Police Department	Yes
Wes Hamilton	Contractor Representative	No
Michael Hayes	Developer Representative	Yes
Lawrence Hutchison	Metro Fire Department	Yes
Brady Rich	Metro Codes	Yes
Chris Tyler	Nashville Electric Service	Yes
Ryan Woodson	Site Plan Engineer	No
David Corman	Nashville Downtown Partnership	No

1) 131 8th Avenue South

- **Applicant:** Aaron Wiederhold - DPR Construction (aaron.wiederhold@dpr.com)
- **Location:** 131 8th Avenue South between McGavock St and Demonbreun St
- **Time Frame:** July 2025 to October 2027 (26 months)
- **Project Description:** Construction of hotel at 8th and Demonbreun
- **Type of Closure:** Full sidewalk closure of the block between Demonbreun St and McGavock St along 8th Avenue South and lane closure along Demonbreun St from 8th Avenue South.
- **Why Closure is Needed:** This project is a full redevelopment of 131 8th Avenue South and includes reconstruction of the sidewalk within the block, as well as foundation construction close to the right-of-way. During construction, access will be restricted for safety of the public.
- **Public Comment:**
 - There was no public comment at this time.
- **Questions/Suggestions:**
 - Project presented to the committee last month but were asked to come back to present again to include BPAC committee and WalkBike representatives.
 - Phase 2 concern – new NES vault going in. To be able to do this work the project needs to expand the work out into the roadway. Presented two options to the committee last meeting – option 1 would remove bike lane, option 2 would remove left turn lane.
 - Since removing the left turn lane would be very impactful for this area the committee recommended the option that removed the bike lane for this section of road.
 - Following this recommendation there were some concerns about losing this bike lane and so the project came up with some additional detour routes for bikes and vehicles.
 - The peak count for bikes was 11 for the hour and just shy of 50 for the day based on a week’s collection of data on peak collection day.

- Tried to collect some additional options outside of having the bikes share the travel lane.
- Safety is the primary concern – 180 feet of bike lane that would be closed.
- Project presented additional bike detours to the group. Option 1 would be to keep one way of travel for the bikeway open and detour bikes onto sidewalk with a dedicated portion of sidewalk for bikes (13 ½ feet) for the other way of travel.
 - You would have to remove the trees and plug holes in the sidewalk for this bikeway, but it would not be taking away pedestrian travel.
 - Shortest travel option. A mid-block crossing would be required across 8th Ave.
 - The BPAC representative stated it would be unsafe to cross at 8th.
- 50 ft excavation hole to the edge of the bike lane.
- Bike community is concerned about losing this portion of this bike lane. WalkBike was not present at the last meeting – Katherin McDonald, BPAC representative spoke on the importance of this bike lane for the bike community.
 - She did not feel good about requiring vulnerable road users to merge with traffic at a busy intersection while keeping 3 lanes of traffic open. High pedestrian area.
- Removal of left turn would cause significant back up. During peak hours it does get very congested. Neither option is perfect – complicated issue.
- Demonbreun is the only east west bike lane in town – drivers have additional routes.
- NDOT wants to address concerns for all road users.
- Recommendation to add a police officer to help merge bikers into traffic.
- PM peak vehicles at just under 200 on the south side and just over 250 on the north side.
 - A big concern of removing the left turn lane at last meeting was with drivers trying to turn when pedestrians are crossing if left turn is removed.
- The BPAC representative stated there is no safe place to bike if this bike lane is removed.
- Recommendation to remove left turns all together and sign blocks ahead of intersection.
 - Concerns of driver compliance – would need officer support to provide safety.
- NDOT recommended back to the group the option to provide a multiuse path.
- It feels unfair to prioritize congestion over safety. Safety is the main concern.
- Demonbreun is one of the main connective routes prioritizes for Connect Downtown.
- The sidewalks will remain closed for the length of the closure of the project, but the lane closure will be for just over a year.
- Eastbound left turn 65 vehicles in peak while westbound is 85 – through is +/- 200.
- The bike lane is not wide enough to make it two ways but option 1 would put bikers onto sidewalk. Project would have to remove roughly 5 trees for this path. Project needs to come up with a plan to put the tree back once it is re-opened.
 - Excavating the trees could cause utility concerns.
 - There is also a utility pole and fire hydrant they may need to be adjusted.
- Project is as tight as they can be to get the NES vault installed.
- WeGo is recommending adding a temporary bus stop on the corner of Demonbreun.
- Recommendation to adjust pedal tavern routes with TLC for this closure.
- **Conclusion:**
 - Committee recommend detour route option 1 of detouring bikes onto a dedicated portion of the sidewalk with the contingency that the sidewalk be resorted back to how it was found once the work is complete.

2) 1107 8th Ave S

- **Applicant:** Chris Santos - DeAngelis Diamond (chris.santos@deangelisdiamond.com)
- **Location:** 1107 8th Ave S between Olympic St. and Central St.
- **Time Frame:** July 2025 to May 2027 (20 months)
- **Project Description:** 131-unit condominium with amenity spaces. The structure is 2.5 levels of podium level parking with 6 floors of wood framed residential units.
- **Type of Closure:** Sidewalk closure of 8th Ave S between Olympic and Central St. Pedestrian detour W on Olympic, S on 9th, and E on Edgehill detour around project.
- **Why Closure is Needed:** Due to tight space and lack of access to a side road entry way, project would need the sidewalk area as an unloading zone for material delivery and concrete truck staging.
- **Public Comment:**
 - There was no public comment at this time.
- **Questions/Suggestions:**
 - Project is proposing to close and detour pedestrians during day and then open sidewalk when they aren't working since there is no safe way to get pedestrians across 8th.
 - The sidewalk will have to be paved.
 - Project is aware that workers are not allowed to park on surrounding streets.
 - Closure is just for loading and unloading.
 - 7 – 4 will be the typical work hours. Concrete pour will happen at night, but they will make sure not to que any concrete trucks during rush hour.
 - Will have an officer at each end to keep pedestrians from crossing during work hours.
 - Signage and police will be stationed at Olympic Street to detour pedestrians.
 - Will ensure ramps are ADA compliant.
 - The project got in contact with the surrounding school today – director plans to talk with principal to see what can be done at this lot.
 - Crossing 4 lanes or traffic at high speeds would be very dangerous.
 - There can't be any parking on the road other than what is already there. Inspectors will go to subcontractor meetings to reinforce keeping fire equipment clear.
 - Condo only has 75% parking – everyone else has to street park.
 - The 1st level of the garage will be a public parking level once built.
- **Conclusion:**
 - Approved, contingent upon the project reiterating no parking on the streets in this area specifically on Olympic for the entirety of the project.

3) 1st Ave N

- **Applicant:** Byron Hall - Metro Codes (byron.hall@nashville.gov)
- **Location:** 1st Ave N between Church St and Broadway
- **Time Frame:** July 2025 to September 2025
- **Project Description:** Demolition of building damaged in the Broadway bombing.
- **Type of Closure:** Lane and Sidewalk Clouser
- **Why Closure is Needed:** Estimating 1st Ave would need to be closed for 30 days or so to give the contractor enough time to get a space large enough that their equipment could

be moved out of the street, would then need one lane of traffic and the sidewalk.

- **Public Comment:**

- There was no public comment at this time.

- **Questions/Suggestions:**

- The project does not have a signed contract yet, but they are trying to get it in front of the committee before the deadline. They currently have two contractor proposals.
 - Contraction one wants to close a portion of 1st and 2nd Ave
 - Contractor two believes they can do everything from the 1st Ave side.
 - They would leave plywood walls in place. Back far enough – working with MDHA on streetscape.
- The contractor that can do everything on the 1st Ave side will be codes preferred option at this point, but a final decision has not been made yet.
- The first phase of demo will be labor intensive by hand.
- It should take roughly 30 days to get it cleaned up enough for them to get the equipment out of the road and reopen road closure.
- Church closure is almost done. Will make sure this is reopened before this work starts.
- Businesses should still be able to access deliveries on 1st Ave.
- Closure goes up to where the buildings are occupied – could even leave a little more space if needed for those working in the area.
- Work will concentrate on the 4 buildings. Roughly 6 months to remove.
- NES has some vaults/manholes along 1st – projects equipment shouldn't be anything that can't be moved for them to be able to get access too.
- NDOT ask that Codes connect the contractor with them once selected.
- The codes department has until the 7/25 to select a contractor – looking to start work a few weeks after this selection. Will know more after 7/25.

- **Conclusion:**

- Approved, contingent upon the project maintaining access for the fire department and NES. Updated traffic plan will be required once contractor is selected.