



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: August 6, 2025

SUBJECT: August 11, 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.

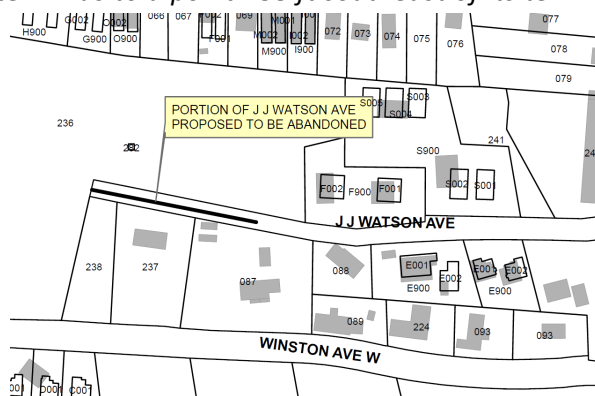
STAFF ANALYSIS:

Consent Agenda

5.1 CD 26: Mandatory referral 2025M-004AB-001 proposing abandonment of a portion of JJ Watson Ave right-of-way, requested by P. Lebovitz.

Recommendation: Approval of mandatory referral 2025M-004AB-001.

Analysis: This proposal is for the abandonment of a portion of JJ Watson Ave right-of-way from its terminus to a point 288 ft southeast of its terminus. Easements are to be retained.



5.2 CD 02: Mandatory referral 2025M-005AB-001 proposing abandonment of a portion of unnamed right-of-way from W. Trinity Lane to the northwest point of Parcel 07007006400, requested by Catalyst Design Group.

Recommendation: Approval of mandatory referral 2025M-005AB-001.

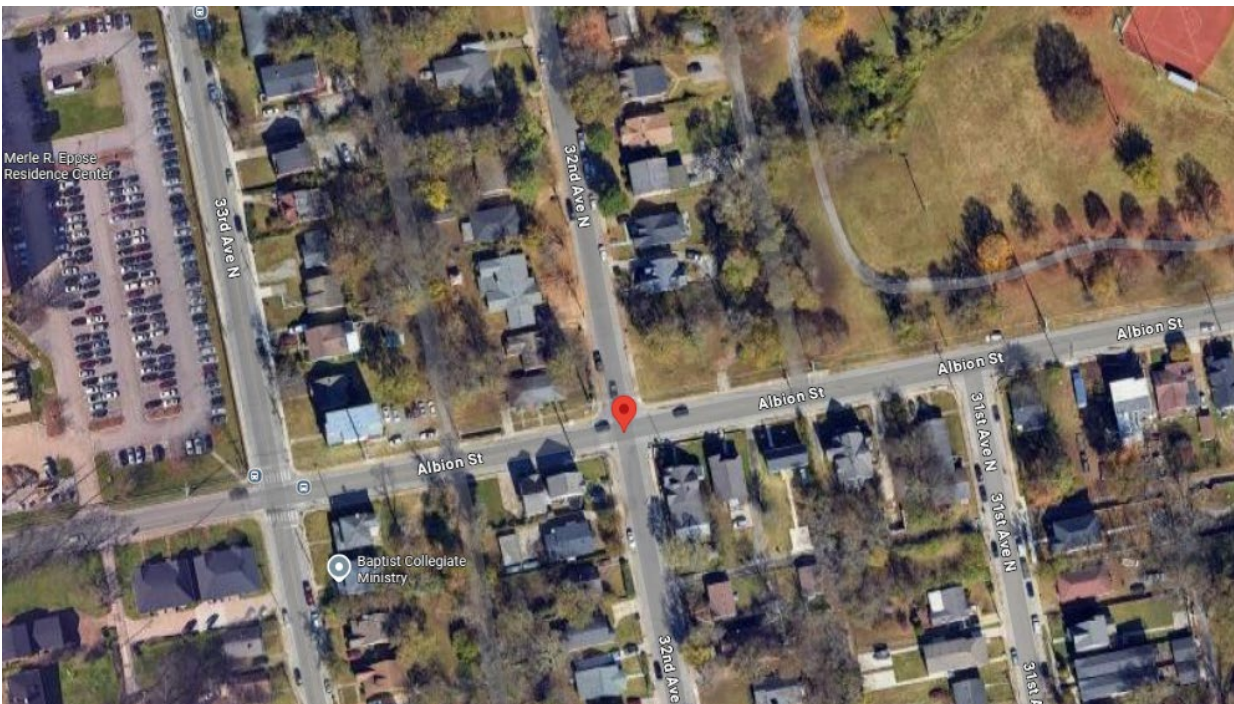
Analysis: This proposal is for the abandonment of a portion of an unnamed right-of-way approximately 0.18 miles west of Horizon Drive along W. Trinity Lane. Future north-south connecting infrastructure is to be constructed by subsequent land development. The northern portion of the ROW is to be retained by Metro for planned future roadway connections. The Ordinance for this mandatory referral will state that the abandonment shall not become effective until the realigned, reoriented, ROW for the new streets are dedicated, constructed, and accepted for maintenance by NDOT.



Recommendation: Approval of new all-way stop for Albion St and 32nd Ave N.

Analysis: This intersection is currently configured with north-south stop control for 32nd Ave N, which is the minor approach. Albion is the major approach at this intersection. Both streets are two-lane local residential streets with approximately 23 ft of pavement +/- . NDOT performed a multiway stop warrant analysis and determined that this intersection satisfies both Warrant A for crash experience and Warrant B for stopping sight distance on Albion St. While traffic volumes are unbalanced between the major and minor approaches, neighborhood traffic calming is programmed for installation in the next 12 to 18 months which will offset the inherent risks associated with an all-way stop.

NDOT recommends approval for all-way stop control in accordance with its approved policy.



5.4 CD 24: Authorization for a new vehicle size restriction, No Trucks over 8T on Bowling Ave from Murphy Rd to West End Ave, requested by CM Gadd.

Recommendation: Approval of new vehicle size restriction, No Trucks over 16,000 lbs, on Bowling Ave between Murphy Rd and West End Ave.

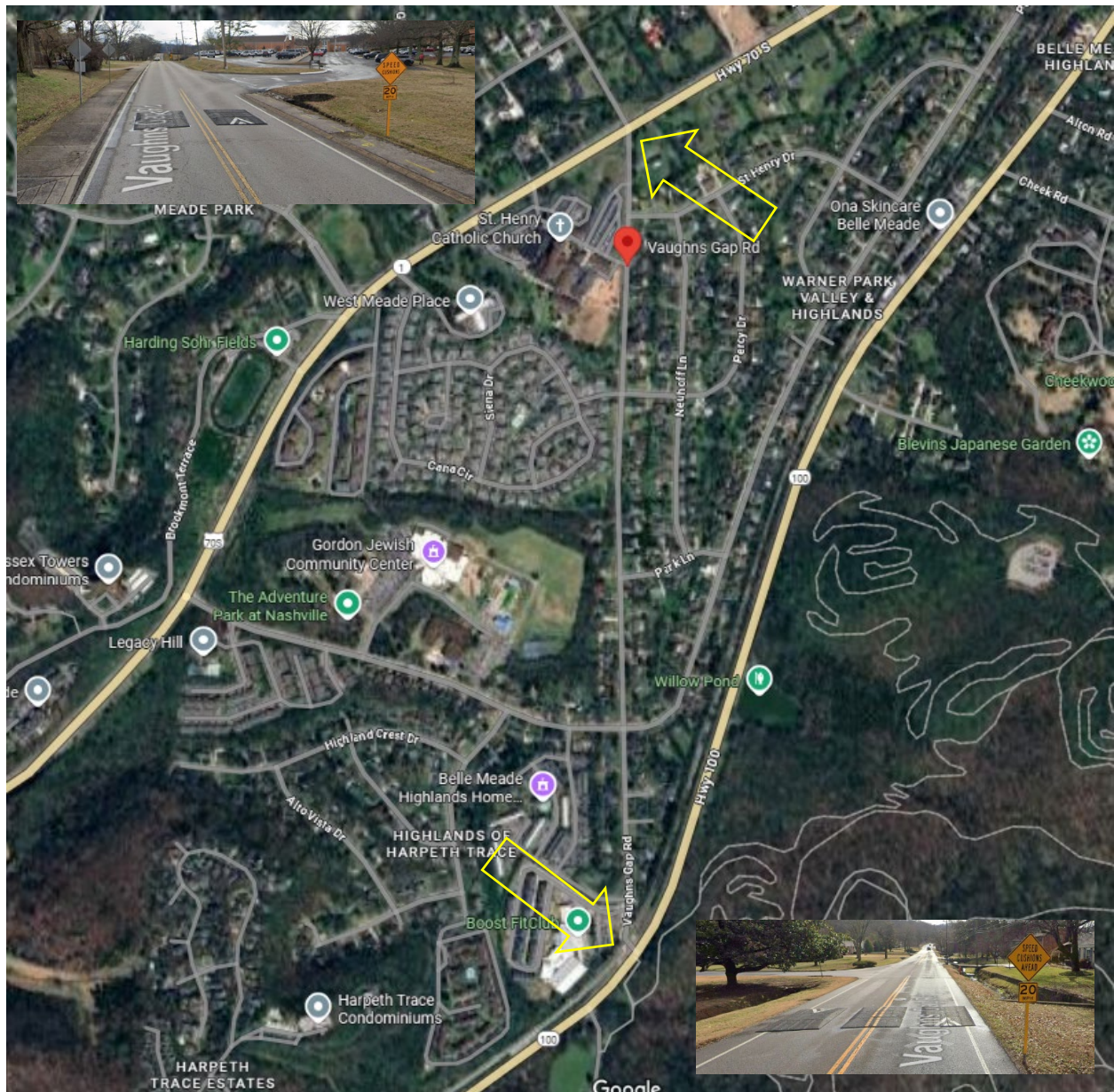
Analysis: CM Gadd informs NDOT that tractor trailer trucks have been routing through Bowling Ave between West End and Murphy, creating neighborhood traffic concerns. If a truck restriction is approved by the Commission, NDOT will install signage that complies with the MUTCD, but traffic enforcement is under authority of the MPND. Delivery vehicles remain exempt for this restriction by Metro Code.



5.5 CD 23: Authorization for a new vehicle size restriction, No Trucks over 8T on Vaughns Gap Rd from Harding Pike to Highway 100, requested by NDOT via Hub Nashville.

Recommendation: Approval of new vehicle size restriction, No Trucks over 16,000 lbs, on Vaughns Gap Rd between Harding Pike (Hwy 70S) and Highway 100.

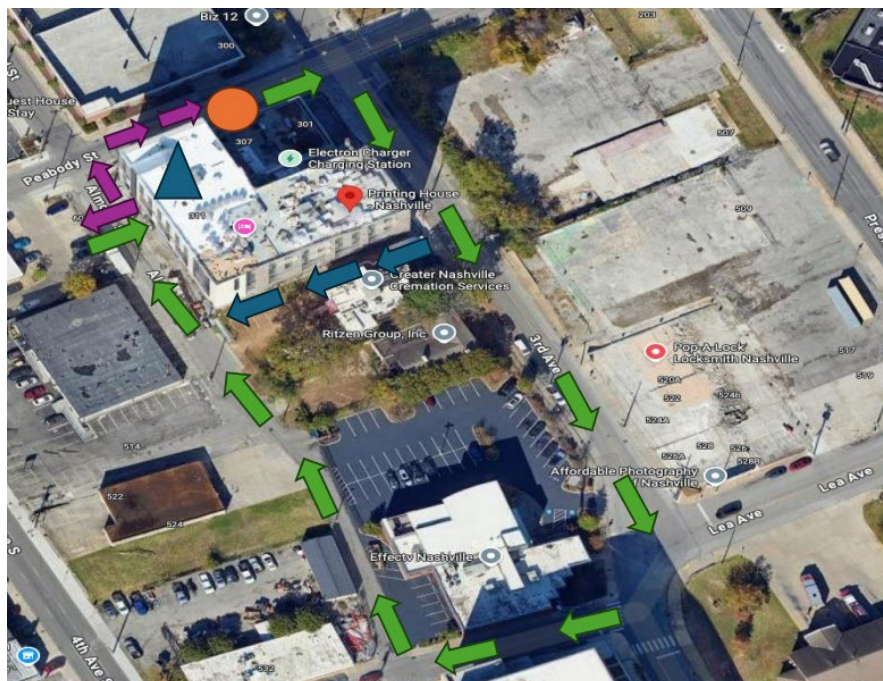
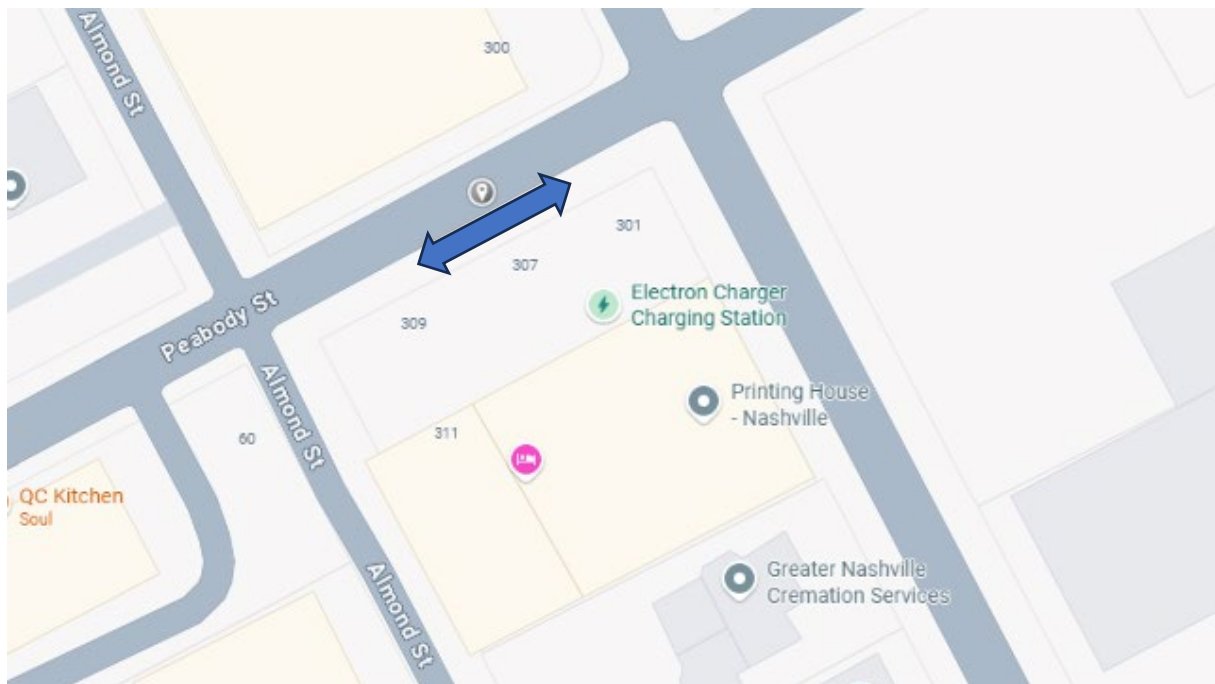
Analysis: Vaughns Gap Rd is a two-lane residential collector road that connects Harding Pk (Hwy 70S) and Hwy 100. The roadway geometrics of Vaughns Gap Rd has led to problems with speeding traffic. NDOT has recently installed vertical traffic calming measures to reduce speeds on this road. These measures are unsuitable for high heavy truck volumes. Trucks over 8T should instead route through the Hwy 100/Hwy 70S junction 1 ½ miles east of Vaughns Gap Rd or Old Hickory Blvd 2.4 miles to the west. Deliveries would remain an exception from this restriction, and enforcement is under authority of the MNPd.



5.6 CD 19: Authorization for a new valet lane at 501 3rd Ave S for 3 spaces on a new parking layby lane on Peabody St, effective 24/7, requested by Printing House Hotel.

Recommendation: Approval of new valet lane for up to 3 spaces, effective 24/7, on the south side of Peabody St at 501 3rd Ave S.

Analysis: The Printing House Hotel is requesting a new valet lane in a newly constructed layby lane on the south side of Peabody St between 3rd Ave S and Almond St. Vehicles will be stored inside the on-site garage.



-  Front Drive
-  Garage
-  Parking Route
-  Alternate Route (Alley)
-  Retrieval Route

5.7 CD 01: Authorization to lower speed limit on Ewing Dr between Knight Dr and Dickerson Pk from 40 mph to 35 mph, requested by NDOT and Vision Zero.

Recommendation: Approve new 35 mph speed limit on Ewing Dr between Knight Dr and Dickerson Pk.

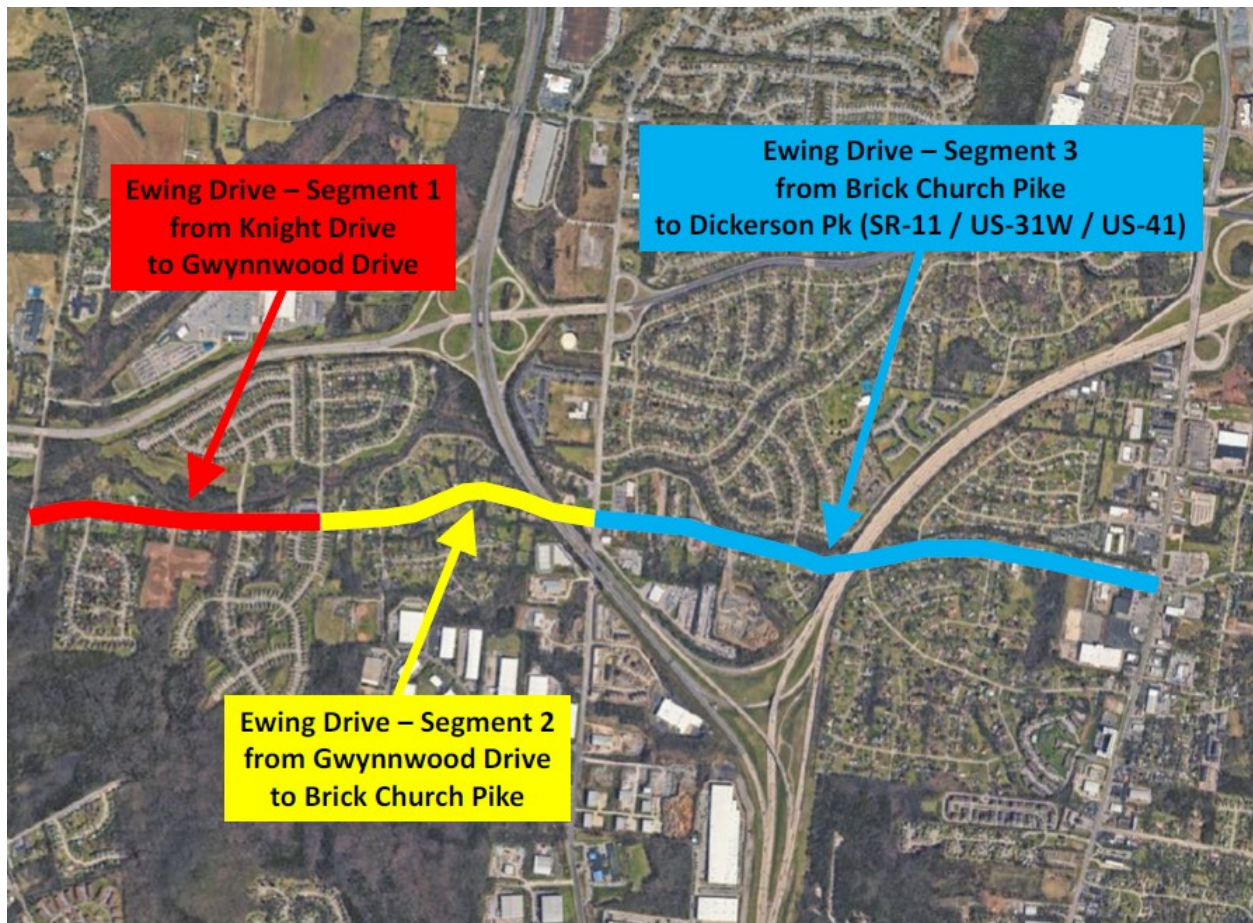
Analysis: NDOT has performed intensive roadway evaluations of Ewing Dr since 2024. Recently, NDOT engaged Barge to perform an analysis of the existing speed limit on Ewing Dr between Knight Dr and Dickerson Pk and provide recommendations to mitigate the above average crash rate on this corridor.

The Commission approved a new all-way stop for Ewing & Gwynnwood at the March 2025 meeting. Ewing Drive is not eligible for vertical traffic calming measures because its speed limit is higher than 30 mph and the AADT is greater than 5,000 vehicles per day.

Ewing Dr was segmented into three study sections:

- Segment 1 – From Knight Drive to Gwynnwood Drive, approximately 0.64 miles
- Segment 2 – From Gwynnwood Drive to Brick Church Pike, approximately 0.63 miles
- Segment 3 – From Brick Church Pike to Dickerson Pike (SR-11 / US-31W / US-41), approximately 1.27 miles

A portion of Segment 2 and all of Segment 3 are within the Vision Zero High Injury Network. Ewing is classified as a suburban collector street in Metro's major and collector street plan.



Barge utilized the methodology outlined in NCHRP 17-76 Speed Limit Setting Tool, NCHRP Report 966: Posted Speed Limit Setting Procedure and Tool User Guide, and NDOT Policy 303.001.2025, Establishing Speed Limits. Barge collected 24-hour tube counts at three locations to obtain the 50th and 85th percentile speeds. Barge then analyzed the past five years of crash data on this corridor. Crash rates per million vehicle miles travelled (MVMT) were compared with TDOT statewide averages for roadways with similar characteristics.

	Ewing Drive Segment 1	Ewing Drive Segment 2	Ewing Drive Segment 3
Begin Terminus	Knight Drive	Gwynnwood Drive	Brick Church Pike
End Terminus	Gwynnwood Drive	Brick Church Pike	Dickerson Pike (SR-11 / US-31W / US-41)
(K) Fatal Injury	2	0	1
(A) Suspected Serious Injury	0	1	3
(B) Suspected Minor Injury	16	16	21
(C) Possible Injury	8	6	12
(O) Property Damage Only	26	21	61
Total Crashes All (KABCO)	52	44	98
Total Crashes Fatal & Injury (KABC)	26	23	37

NCHRP 17-76 Speed Limit Setting Tool Input Category	Ewing Drive Segment 1	Ewing Drive Segment 2	Ewing Drive Segment 3
Begin Terminus	Knight Drive	Gwynnwood Drive	Brick Church Pike
End Terminus	Gwynnwood Drive	Brick Church Pike	Dickerson Pike (SR-11 / US-31W / US-41)
Number of Years of Crash Data	5	5	5
Average AADT for Crash Data Period (veh/d) ²	6,333	9,716	9,927
Is the Segment a One-Way Street?	No	No	No
All (KABCO) Crashes for Crash Data Period	52	44	98
Fatal & Injury (KABC) Crashes for Crash Data Period	26	23	37
Observed KABCO Crash Rate (crashes / 100 MVMT) ³	702.99	393.88	425.93
Observed KABC Crash Rate (crashes / 100 MVMT) ⁴	351.5	205.89	160.81
Average KABCO Crash Rate (crashes / 100 MVMT) ⁵	313.7	313.7	313.7
Average KABC Crash Rate (crashes / 100 MVMT) ⁶	69.1	69.1	69.1

Notice the Observed crash rates on Ewing compared with the statewide averages. The KABCO includes all crashes (including crashes with property damage only). The KABC crashes are fatal crashes plus injury crashes and exclude property damage only crashes.

The KABCO total crash rate is highlighted in **blue**, showing rates 2.2 times, 1.2 times, and 1.6 times higher than the TDOT average for a roadway with similar characteristics.

The KABC fatal and injury crashes are highlighted in **red**, showing rates that are quintuple, triple and over twice the statewide average for similar roads.

The consultant recommends reducing the speed limit along all three segments to 35 mph. NDOT concurs with this recommendation and requests approval of the new lower speed limits. NDOT continues working on additional crash reduction measures on Ewing Dr.

Regular Agenda

6.1 CD Various: Authorization to lower the posted speed limits on Main St and Gallatin Pk between S 5th St and the Sumner County line, requested by NDOT and Vision Zero.

6.1.1 South 5th St—Eastland Ave: Reduce posted speed limit from 35 mph to 30 mph

6.1.2 Eastland Ave—Due West Ave: Reduce posted speed limit from 40 mph to 35 mph

6.1.3 Due West Ave—Old Hickory Blvd: Reduce posted speed limit from 35 mph to 30 mph

6.1.4 Anderson Lane—Sumner County line: Reduce posted speed limit from 45 mph to 40 mph

Recommendation: Approval of new speed limits for Main ST and Gallatin Pk:

- **30 mph from South 5th St to Eastland Ave;**
- **35 mph from Eastland Ave to Due West Ave;**
- **30 mph from Due West Ave to Old Hickory Blvd;**
- **40 mph from Anderson Lane to Sumner County line.**

Analysis: Main St/Gallatin Pk is an arterial corridor that is largely configured with five lanes with a two-way left turn lane and intermittent bicycle lanes and on-street parking.

As part of NDOT's commitment to the Vision Zero goals of reducing fatal and injury crashes, the department continues to assess operating conditions along Metro arterial pikes. The assessment on Main St and Gallatin Pk focused on whether changes to the posted speed limits are recommended to achieve Vision Zero goals. NDOT and its consultant studied this 11 ½ mile corridor from South 5th St to the Sumner County line, using spot speed data for 50th and 85th percentiles, INRIX historical speed data, and the NCHRP 966 Speed Limit Setting Tool to assess whether revised speed limits are necessary based on actual operating speeds, land use, road characteristics, and traffic safety data.

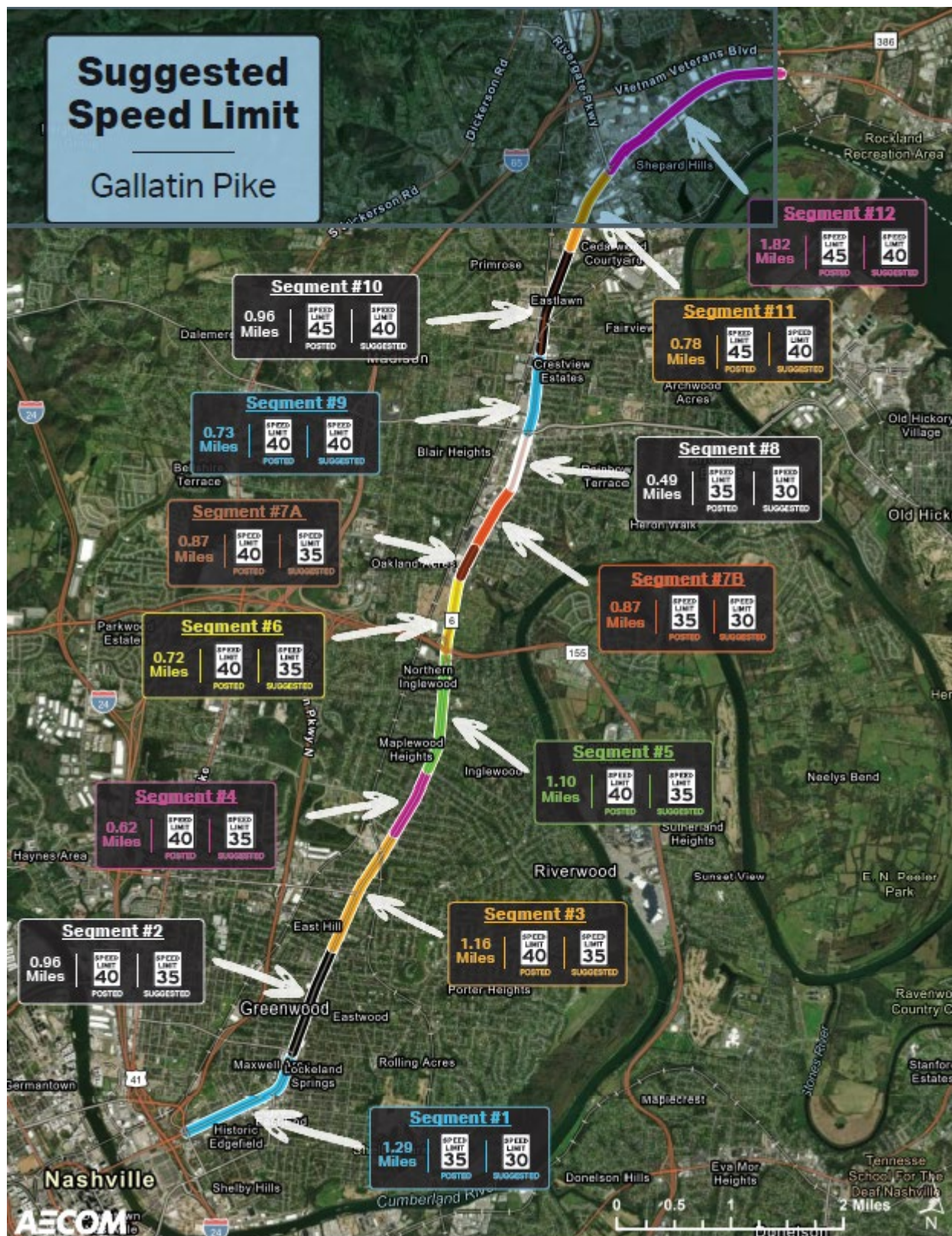
The speed study obtained data sourced from INRIX historical probe speed data and spot speed measurements from tube studies collected in the field. INRIX probe data is a valuable tool in gaining a comprehensive view of corridor-wide travel behavior, but national research has shown that historical speed data can report speeds 3 to 5 mph lower than those captured by radar or pneumatic tube counters on the same roadway. A study by the Texas A&M Transportation Institute similarly found that probe data "generally yields lower speed data" and cautioned against relying on it for setting speed limits due to this downward bias.

Further, NCHRP Report 966 explicitly states that "crowdsourced and third-party speed data should not be used for regulatory speed setting unless validated by on-site speed measurements." In alignment with this guidance, NDOT updated its policy on March 10, 2025, to require the use of manually collected data—specifically, 50th and 85th percentile speeds—for studies establishing posted speed limits.

During the speed study, segment 7 was separated into two segments because the posted speed limits changed in the middle of the segment. Additionally, this part of Gallatin Pk through old Madison has historically had an elevated crash rate. These speed studies, especially the crash analyses for segments 7 & 8, help to inform NDOT where subsequent crash mitigations may be warranted.

NDOT recommends approval of these new posted speed limits.

Main St / Gallatin Pk Speed Limit Recommendations					
Segment	Termini Points	Crash rate (per million VMT)	Crash rate / Statewide crash rate	Existing speed limit (mph)	Recommended speed limit (mph)
1	S 5 th St to Eastland Ave	9.07	2.45	35	30
2	Eastland Ave to Cahal Ave	8.04	2.52	40	35
3	Cahal Ave to Hart Lane	9.98	3.13	40	35
4	Hart Lane to Ardee Ave	4.73	1.48	40	35
5	Ardee Ave to Briley Pkwy	5.34	1.67	40	35
6	Briley Pkwy to Lakewood Dr	5.91	1.59	40	35
7A	Lakewood Dr to Due West Ave	14.47	4.53	40	35
7B	Due West Ave to Neelys Bend Rd	-	-	35	30
8	Neelys Bend Rd to Old Hickory Blvd	27.37	8.58	35	30
9	W Old Hickory Blvd to Anderson Ln	9.25	2.9	40	40
10	Anderson Ln to Edenwold Dr	4.4	1.38	45	40
11	Edenwold Dr to Myatt Dr	8.69	2.72	45	40
12	Myatt Dr to Davidson-Sumner County line	1.98	1.98	45	40

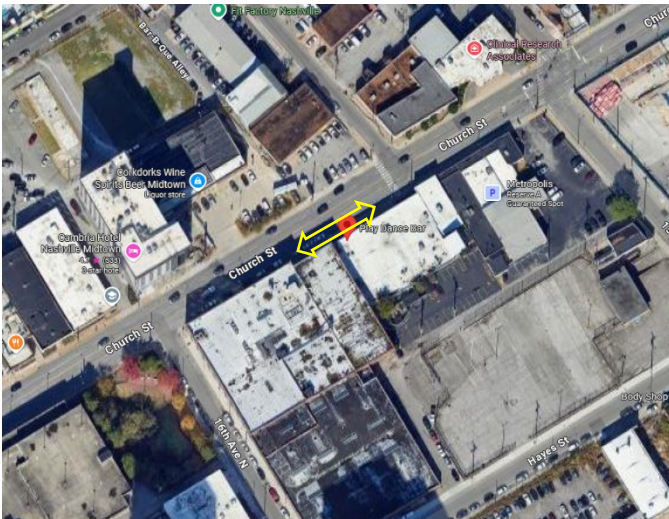


Unfinished Business

7.1 CD 19: Authorization for new 24/7 effective hours for the existing Loading Zone on the south side of Church St west of Mcmillan St, requested by NDOT.

Recommendation: Approval of new 24/7 effective hours.

Analysis: This item was originally deferred from the June meeting. The business owner at the 1500 block of Church St had requested extended loading hours to include Sundays. The current loading hours are 7AM—11PM Wednesday—Saturday.



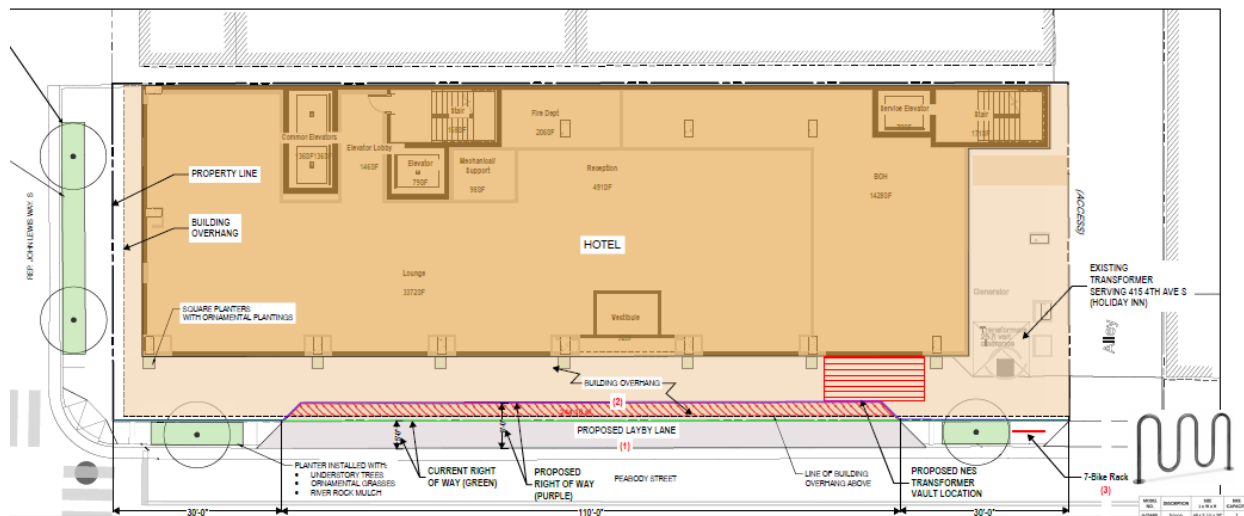
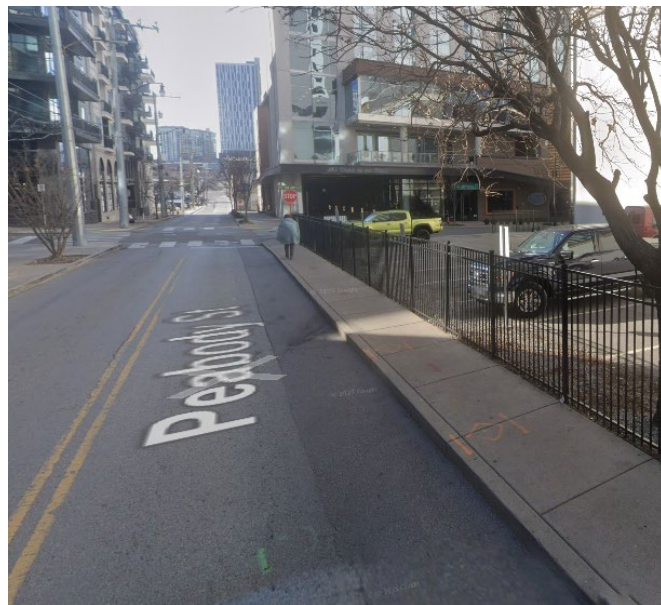
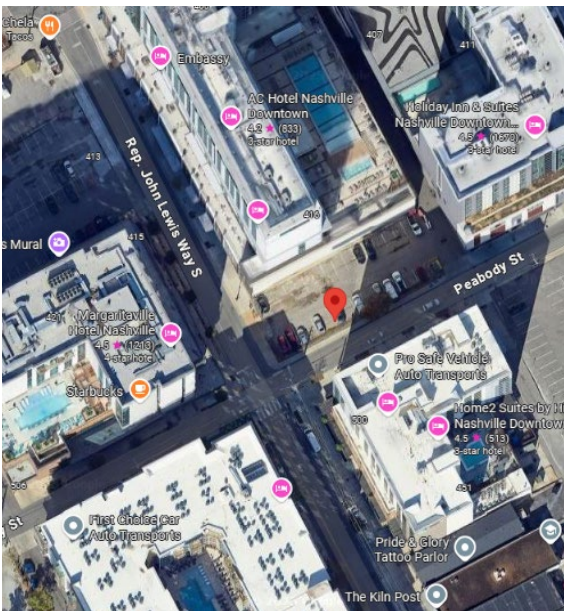
This location at 1519 Church St has an existing loading zone, effective Wednesday—Saturday 7AM—11PM. There is a marked pedestrian crossing with a flashing beacon to facilitate pedestrian movements across four lanes of traffic to the corner of Mcmillan St. A No Parking or Standing Anytime zone is signed between the loading zone and the crosswalk, per the prohibited parking locations listed in Metro Code 12.40.040. The loading zone at this business is in the vicinity of a hit & run pedestrian crash that occurred earlier this summer.

NDOT recommends replacing the existing parking hours at this location and extending the loading zone hours 24/7.

7.2 CD 19: Approval for future valet operation for proposed development on the north side of 409 Peabody St, requested by KCI, on behalf of a developer.

Recommendation: Approval of curb use on the north side of 409 Peabody St for future loading/valet purposes if an application for a loading zone and/or valet zone is made within the next 36 months.

Analysis: A hotel development proposes to establish a valet lane in layby lane to be constructed in the future. The developer seeks preliminary approval of a 24/7 valet/loading zone for the site development plan. NDOT agrees with the proposed valet/loading zone, and recommends approving the curb space for this purpose, with a 36-month expiration. The expectation is that the hotel will make an application to the T&P Commission for the valet/loading zone permit near the end of construction



New Business

8.1 NDOT Parking update on the inclusion of the Music Row parking district within the Economy Parking rate structure.

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

Analysis: NDOT is providing this update to the Commission that will include the Music Row parking district within the Economy Parking rate structure that was approved by the Commission at the October 2024 meeting. The approved rate structure authorized the NDOT director or designee to establish or disestablish designated Economy Zones as necessary to align with urban development within Metro.



Economy Zones for Underutilized Areas

Downtown

- ☐ JRP from 3rd Ave N to Rosa Parks Blvd
- ☐ YMCA Way

Sobro

- ☐ Palmer Pl
- ☐ Lea Ave from Rutledge St to 2nd Ave S

Edgehill

- ☐ To consider the entire district as it is quite small with no attractors close by.

Midtown

- ☐ Elliston Pl
- ☐ 25th Ave N from Elliston Pl to Park Plaza
- ☐ Vanderbilt Pl
- ☐ 30th Ave N from West End to Poston Ave

Gulch- N/A

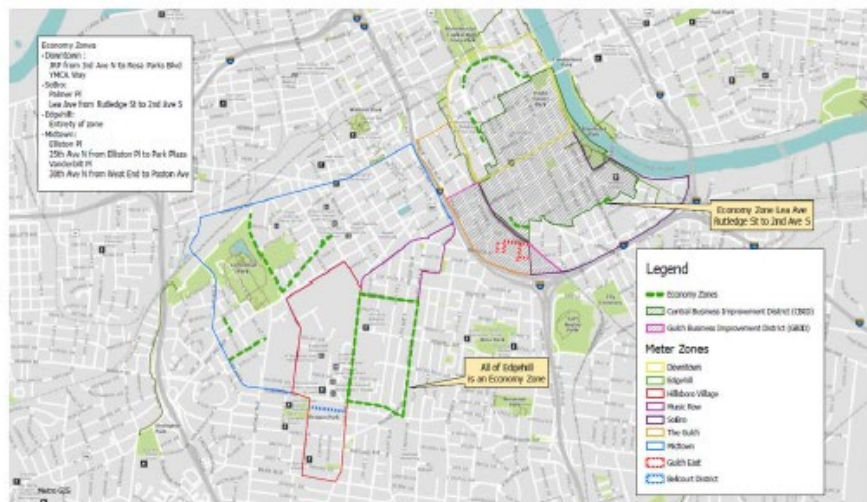
Gulch East- N/A

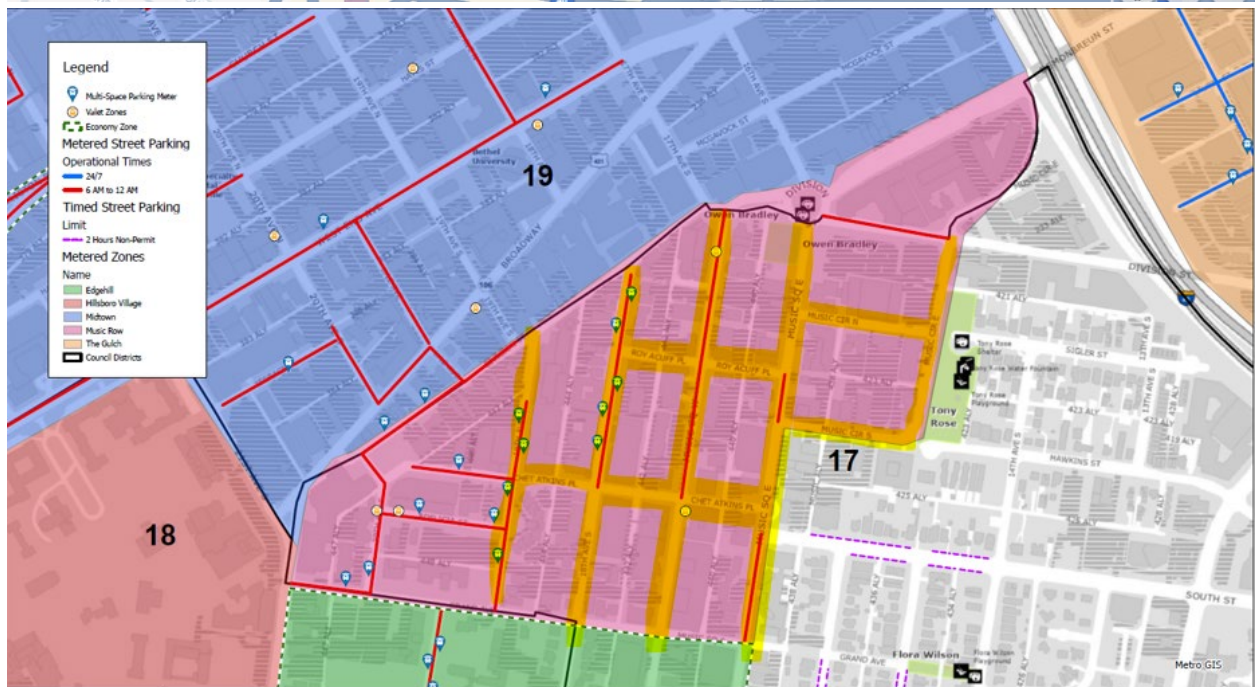
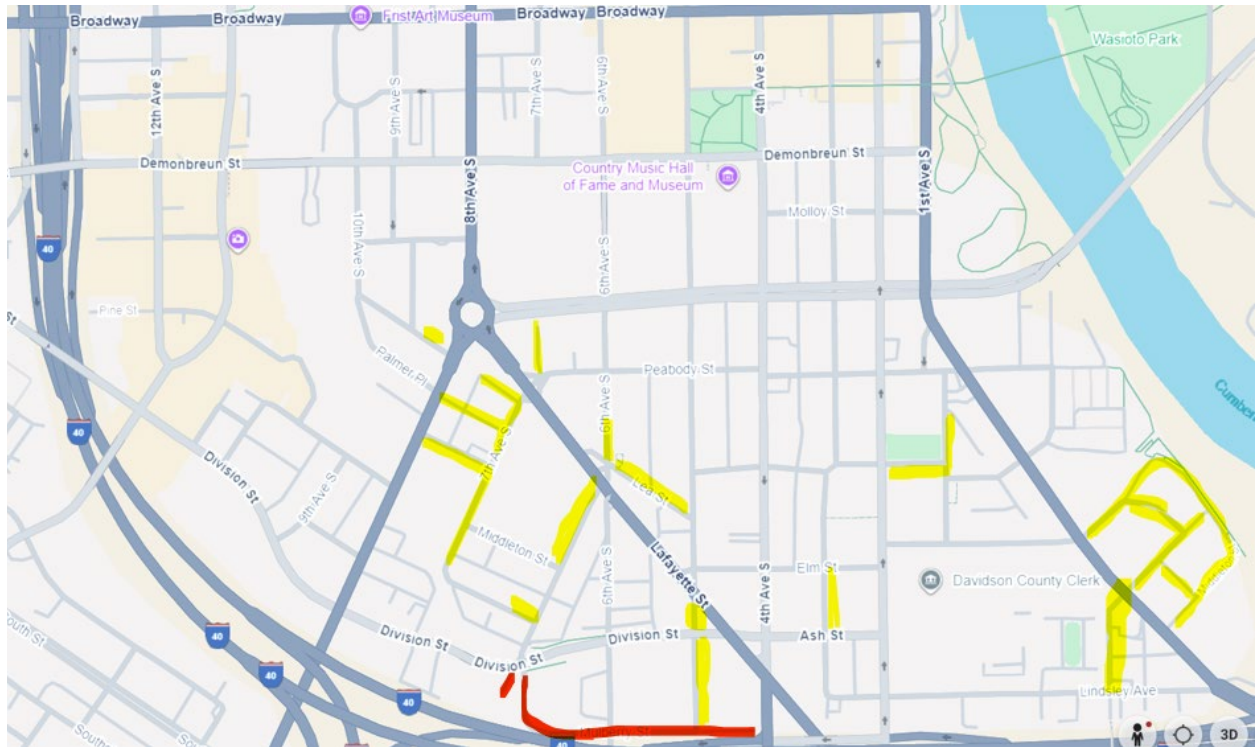
Music Row- N/A

Belcourt- N/A

Hillsboro Village- N/A

**NDOT reserves the right to modify economy zones to align with the city's response to urban development.*





Other Items

Due to ongoing AV upgrades in the Sonny West Conference Room, the August Traffic & Parking Commission will meet at the MNPd East Precinct Community Room, 936 East Trinity Lane. The Commission will resume meeting in the Howard Office Building starting with the September meeting.

