

MINUTES
OF THE MEETING OF THE
TRAFFIC AND PARKING COMMISSION
August 10, 2009

The regular monthly meeting of the Traffic and Parking Commission was held at 3:00 p.m. on Monday, August 10, 2009, at the Metro Southeast at Genesco Park. The following were present unless noted otherwise:

Commission Members

Debbie Frank, Chairperson	Feller Brown
Richard Fletcher, Vice Chairperson	Breonus Mitchell, Sr.
Kathy Austin	Richard M. Morin
Lt. David Corman	Council Member Carl Burch
Gene Ward	

Staff Members

Jon Michael, Legal Advisor	Korby Bowden, Engineering Tech II
Chip Knauf, Traffic Engineer	Diane Marshall, Parking Administrator
Benny Word, Collier Engineering	Mauri Wood, Collier Engineering
Mark Macy, Assistant Director	

Others

Council Member Bruce Stanley, District 14
Council Member Sam Coleman, District 32
Clifton Ogden, Civic Engineering
Jim Snyder, Metro Public Works

Chairperson Debbie Frank called the meeting of August 10, 2009, to order at 3:00 p.m.

CALL TO ORDER

Ms. Frank mentioned Ordinance No. BL2006-1050 regarding the appeals process of the Traffic and Parking Commission.

“If you are not satisfied with a decision made by the Traffic & Parking Commission, you may appeal the decision by filing for a writ of certiorari with the Davidson County Chancery or Circuit Court. Your appeal must be filed within 60 days of the date of the entry of the Commission’s decision. We advise that you seek your own independent legal advice to ensure that your appeal is filed in a timely manner and that all procedural requirements have been met.”

APPROVAL OF AGENDA

Mr. Richard Morin moved for **approval** of the Agenda, seconded by Mr. Gene Ward and **approved with no opposition**.

APPROVAL OF MINUTES

Mr. Morin moved for approval of the July 13, 2009, Minutes and seconded by Rev. Breonus Mitchell, ***approved by voice vote with no opposition.***

CONSENT AGENDA

Ms. Frank read a list of items proposed for ***approval*** on consent.

1. **Proposal No. 2009M-004AB-001** – Request for to abandon an unnamed right-of-way south of Holt Rd. in the Stonebrook Subdivision, requested by Council Member Parker Toler (District 31) – *on consent agenda*

2. **RESOLUTION NO. 2009-08-***on consent agenda*
 - Establish Mt. Pisgah Rd. as "Through Street" from Edmondson Pk. – north approach to Edmondson Pk. – south approach

 - Change speed limit on State Route 100 from Westhaven Dr. to southbound on ramp of Natchez Trace Parkway to 45mph

REPORTS

1. Parking – *included in agenda packet*
2. Engineering – *included in agenda packet*

Rev. Mitchell made a motion to approve the Consent Agenda, seconded by Mr. Morin and ***approved by an 8-0 hand vote.***

OLD BUSINESS

There were no Old Business Items this month.

APPEALS

There were no Appeal Items this month.

NEW BUSINESS

1. **Ordinance No. BL2009-491** – An ordinance amending Title 12 of the Metropolitan Code regarding commercial vehicles operating on local streets, sponsored by Council Member Bruce Stanley (District 14) and Council Member Sam Coleman (District 32)

Mr. Chip Knauf reviewed the information regarding Ordinance No. BL2009-491 and noted that there are two parts to this Ordinance, the definition of a commercial vehicle and restricting those said vehicles on all local roadways.

Mr. Knauf said that commercial vehicles are currently defined by the DMV as all vehicles over 26,000 lbs. By changing the Code to have a different definition of a commercial vehicle would lead to confusion and make it difficult to enforce.

Mr. Knauf noted that restricting commercial vehicles on local roadways would create a problem, as some local roadways are used in industrial areas. He said that each

intersection is unique and most are navigable by commercial vehicles. If this Ordinance were to pass, it would create a situation where trucks would not be able to use current routes and would force trucks to use other streets to navigate to and from their destination. Mr. Knauf noted that these new changes and amendments to the Code, as written, would be difficult to enforce. He said that there are many characteristics to consider when restricting truck traffic and staff would like to continue to consider truck restrictions on a case-by-case basis that is further approved by this Commission. He referred to a study by a Knoxville attorney which stated that truck restrictions should not be determined by an across the board Code.

Mr. Jon Michael, Metro Legal Advisor, said that Metro Police Department has a rule in place for enforcement of violations of large trucks that park in residential neighborhoods and many local roadways. He added that the dual definition of a commercial vehicle would be difficult to interpret and could cause confusion. Mr. Michael said that the Ordinance should actually address the needs of the constituents in these districts and would possibly lead to some rule changes on the state level, regarding the maximum fee for the citations.

Mr. Knauf noted that Metro Public Works has studied thirty requests for Truck Prohibitions and have implemented ten in the past five years. He said that a case-by-case basis is the ideal way to handle this situation and not a blanket Code for restricting trucks on all local roadways.

Ms. Austin asked for the current definition of a commercial vehicle as it appears in the Code. Mr. Knauf said that, at this time, there is no definition spelled out in the Metro Code, only that defined by the DMV. Ms. Austin added that as the Ordinance is written; even vehicles pulling small trailers would be in violation. She added that it seems problematic in the way it is written and there are issues as to who would be in violation in this large encompassing Code.

Mr. Michael agreed that as this Ordinance is presently drafted, there are some issues as to who would be in violation. He added that he would like to have clarification of the intent of the Ordinance from the Council Members who have brought forth this recommendation.

Mr. Richard Fletcher said that he had some issues with the Ordinance, similar to Ms. Austin. He noted that many commercial, semi-trucks, etc. are moving through the neighborhoods and causing safety concerns, much like the previous issue regarding West Kirkland Ave. He said that there is a problem that needs to be resolved.

Council Member Sam Coleman, District 32, spoke in favor of Ordinance No. BL2009-491 He said that there are a number of problems to be considered. Many large trucks use residential neighborhoods as cut-thrus and also park overnight causing unintentional damage to the roadways, powerlines, etc. He said that when the large commercial vehicles are parked on these smaller streets, it makes it difficult to navigate around them and poses a safety concern to the residents. Council Member Coleman stated that this is a tremendous problem in the community and they are asking for

support from the Traffic and Parking Commission and moving towards a resolution to these problems.

Council Member Bruce Stanley, District 14, said he initiated this bill because he was informed by a resident in the Larch Wood subdivision that a number of large commercial vehicles were parking in their neighborhoods on their residential streets. He said that these trucks were subject to a \$50 fine for violating the law, but were not phased by the citation as it is less expensive to pay a \$50 fine than to rent a hotel room for the evening.

Council Member Stanley noted that many of the streets where these trucks are illegally parking and causing issues are only 12-15' wide. He said it is important for the city and state to understand that though Nashville is an urban community, the subdivisions still need to be protected from the safety concerns of commercial trucks driving and parking on their small streets. He said he did not feel comfortable that the State has placed a restriction on the amount that can be charged for such violations. Council Member Stanley said that he is willing to work with both the State and Local Governments to amend this restriction and allow for larger fine in efforts to keep these trucks out of residential neighborhoods. He said that by large commercial vehicles parking in the subdivisions, it is interrupting the residential environment and putting the pedestrians, kids, and elderly at risk.

He said that counties like Davidson, Shelby, Knox, and Hamilton should be given the opportunity to set their own fines for those violators parking on local roadways. He added that Davidson County is a diverse area and should be able to designate residential atmospheres where trucks are not allowed to park and travel.

Council Member Coleman added he would like to make sure that the Bill reads and conveys what they are trying to accomplish. In response to Ms. Austin, he said that this Bill is not intended to restrict trucks pulling small trailers, just those that cause problems when they are parked on these smaller streets. He said that he understands the inconvenience of truck drivers having to park their trucks a distance away from their home, but they are tearing up the roads and are inconvenient for the city.

Council Member Stanley said that it is important for city and state officials to understand that Davidson County is an urban county and these residential districts need to be freed from commercial intrusion, such as these large trucks. He added that he is willing to endorse legislation that will regulate this type of use on residential streets.

Chairperson Debbie Frank noted that this issue is currently addressed on a case-by-case basis by Metro Public Works and further approved by the Traffic and Parking Commission. She said that by making a blanket Code over the entire county could create some problems. Chairperson Frank said that she understands the concern and an obvious issue with the fee for violation and asked if there was any legislation pending.

Council Member Stanley said that it is important for the Traffic and Parking Commission to take the initial step in approving the Ordinance and thus they will be able to cooperate with Metro Legal and the State to make sure there will be legislation to protect the neighborhoods and tougher citation for those in violation.

Council Member Coleman noted that the problem with dealing with the State legislation is that they may not view this as a problem for the state as a whole and they may have difficulty seeing this as a valid problem. However, with the support of the Traffic and Parking Commission, it may compel the State to act on the issue of increasing the fines.

Chairperson Frank noted that it is possible that the other Metropolitan areas in the state may be faced with similar issues and asked if they had any correspondence with leaders in those cities. Council Member Stanley said that they have not spoken with the other cities, but have spoken with many of the local Council Members that say this is an issue for many of our local districts. Council Member Coleman added that many of the other Metropolitan areas in the state are looking to Davidson County for leadership.

Mr. Dick Morin asked if after a truck is ticketed, how many times it can be cited if they have not moved their truck. Lt. Corman said he was unsure of that policy. Mr. Morin said that he would encourage the Council Members to work with the other larger cities in the State and get their legislators to work together to change the citation portion of the Constitution.

Council Member Stanley said that he had spoken with Commander Henry, Hermitage Precinct, and he said that the officers could only fine once (\$50) per incident. He added that these residential areas need to be protected and he does not want to see commercial vehicles take advantage of these tax paying citizens' neighborhoods and devalue their properties.

Lt. Corman added that though a ticket is initially written, the officers have to give the violator adequate time to correct the problem. He said he does agree that these trucks that park on smaller streets do create a problem and a safety hazard. He added that the \$50 fine has probably been in place for a number of years and should be increased.

Chairperson Frank noted that clearly there is some work to be done regarding this issue, but they are working in the right direction. Council Member Burch agreed with his fellow Council Members and Commissioners that this is a city wide problem and that this issue is the number one problem in his district, 13. He said not only is there a problem with enforcement, but also the ambiguity of the law. He said that many of the roads in his district already have truck prohibitions, but the prohibition is ignored and trucks park there anyway. He said these truck drivers are taking advantage of the fact that the police force is over taxed on more important issues than placing tickets on commercial vehicles. Council Member Burch feels there should be an all-encompassing law to restrict commercial vehicles from parking on neighborhood streets. He suggested that truck drivers should come before the Commission for permission to park, not the reverse where they are allowed unless otherwise posted.

Council Member Coleman added that he feels that Metro Public Works should have more vested in their infrastructure and the wear and tear on their streets, due to this issue.

Council Member Burch noted that if there are amendments that need to be made to the current Ordinance before them, they should work to correct them. He added that this Commission has the chance and the authority to stand behind something that is positive and beneficial for the city in dealing with an obvious problem. Mr. Knauf said that there is already Code that restricts "Overnight Parking from 6pm-6am." Rev. Breonus Mitchell noted that if this Bill is passed, the fine still remain \$50 and enforcement is still an issue. Mr. Fletcher added that the problem does not solely lie in commercial vehicles parking in neighborhoods, but they are driving through them as well.

Council Member Burch said that many of these truck drivers drive all night and park on residential streets during they day, so they do not fall under the current "No Parking 6pm-6am" Code restriction. He said that they are causing a safety concern throughout the day and the current law is not sufficient.

Mr. Gene Ward said that he was not comfortable voting in favor of a blanket Code restriction, as every situation is different. He said when a Bill like this is passed; it affects a large number of people. He said he feels that the Commission and Metro Public Works should continue to consider these restrictions on a case-by-case basis. He also suggested that these trucks in violation be subject to towing if they do not promptly move, after being cited.

Council Member Burch said that he understands the concern of the Commissioners, but regardless of the approval from the Commission, this Bill will still go before the Council for approval. He said he would like for the Commission to work to improve this piece of legislation because it is good for the city and the citizens.

Ms. Austin said that as written, the Ordinance seems very vague with few instances for exceptions. She said she feels that it is unrealistic to have truck drivers who wish to park in a certain area come before the Commission to request approval. Ms. Austin added that if the entire Davidson County delegation made a recommendation to alter state legislation, they may gain some support. She said that regardless if the Commission passes the Bill, as written today, the fine would still only be \$50 for those in violation.

Council Member Coleman said that there are two main issues, the amount of the fines and trucks parking and traveling in these neighborhoods. He said that he and Council Member Stanley have come before the Commission for support and welcome any changes and conditions that the Commission may see fit. He said this is recognized as an issue and they do not want to leave the meeting without some form of approval or suggestion. Council Member Stanley said he was willing to work with the Metro Legal staff with any amendments, changes, or conditions that they suggest to make this an effective piece of legislation to benefit the community.

Lt. Corman said that if the Council passes this particular proposal, they will not be doing the citizens any justice. He said he supports the idea to be able to review this piece of legislation and explore the possibility of towing, as suggested by Mr. Ward. Chairperson Frank added that her main concern is in the mixed use areas and the more dense use of the county.

Mr. Mark Macy, Metro Public Works, noted that if the Commission does not act within 30 days of the initial reading, it is automatically sent back to Council.

Mr. Michael said that the obligation of the Traffic and Parking Commission is to act within 30 days. He said that if they do not take some form of action, the current form of the Bill would go before the Council without the support of the Commission. Mr. Macy added that the approval or denial by this Commission would affect the votes needed to pass in Metro Council.

Council Member Burch asked if this Bill came before the Commission as a Mandatory Referral or if it was brought by these Council Members on a voluntary basis. Mr. Macy said that any Ordinance that falls under the Traffic and Parking jurisdiction has to come before the Commission and has 30 days to respond to the Ordinance. If the Commission opts to incorporate amendments, this Bill would need to be rescinded and tabled for future approval.

Mr. Gene Ward made a motion to support the staff recommendation to continue to consider these instances on a case-by-case basis and further approved by the Traffic and Parking Commission. Rev. Mitchell seconded this motion.

Council Member Burch said that he felt like his owes these Council Members and the city as a whole to entertain the option of deferral. He said that it has clearly been exhibited that there is a problem and would like to see some amendments to this Bill that can have a positive impact on the city. He respectfully asked that the Commission to consider a deferral or vote against the current motion.

Ms. Austin asked if this item can be deferred under the current Code and if it was approved, could it still be amended. Mr. Macy said that with the cooperation of the Council Members representing this Bill, they could request to defer it and accept the amendments.

Council Member Stanley said that he would opt to defer this Bill if there are still questions remaining regarding its current form and language. He said that he would like to have the Commissioners meet with elected officials to discuss possible options. Council Member Burch suggested that all Council Members be involved in this process. Mr. Knauf said that he would be obliged to work with Mr. Macy and any invested in this piece of legislation to work towards an acceptable resolution. Mr. Macy added that a great opportunity for these officials to all meet would be at the September 14th Commission meeting to have an open and public meeting to discuss these issues.

Mr. Gene Ward withdrew his current motion in efforts to encourage cooperation between the Commission and the Council Members to amend the current Ordinance, Rev. Mitchell seconded the motion to withdraw.

Mr. Gene Ward made a motion to defer this item for one month, and seconded by Rev. Mitchell and *approved by a voice vote.*

2. Deaderick Street Parking

Mr. Knauf reviewed the slides and information regarding the newly renovated streetscape project on Deaderick St. in downtown Nashville. He said the goal of the project was to make the street more pedestrian and vehicular friendly and more visually appealing.

Ms. Diane Marshall, Metro Public Works, said that included in these changes are adding additional parking spaces and a new concept in parking meters. Mr. Knauf added that there were originally 33 metered parking spaces and they are proposing 55 spaces, while keeping fire and loading zones in mind.

Chairperson Frank asked what the Commission is being charged to vote at this meeting. Mr. Knauf said there were several scenarios; the Commission needs to vote on whether to have Deaderick St. as metered or unmetered, and whether or not to have fire lanes double as loading zones.

Mr. Jim Snyder, Metro Public Works, recalled that Deaderick St. has long been an important urban corridor between the state and the local government and between the Legislative Plaza and the Public Square. He said it has been designed in a way that meets current and long term needs, including the width of the street and sidewalks. This street has sustainability. The new parking meters are solar powered, there are two rows of designer LED street lights that are from recycled materials, they are implementing porous concrete and using stormwater run-off to water the vegetation. He added that along with new parking meters are multi-spaced and thus do not clutter the sidewalks. He said that they are ahead of schedule for completion and would like to extend the invite to the open meeting every Tuesday at 11:00 on site to all who are interested.

Mr. Gene Ward requested that Mr. Snyder describe how the one parking meter per block will operate. Mr. Snyder explained that the parking meters will be located mid-block and will serve any parking space in that section. He said that there will be one on each side and instead of a parking meter at every spot, there will be only one. Mr. Snyder added that the meter fee will be accepted in either currency or by credit card. He said that after meeting with the property owners and fire marshals to accommodate their needs, the design was finalized for the meters.

Mr. Clifton Ogden, Civic Engineering, provided technical information regarding the new meters. Among several points, he noted that they have 100% recyclable batteries, contain PCI certified security for the debit/credit transactions, and could possibly display

advertisements in the future. He said that these new meters will be configured by space and one can pay at the most convenient meter station to their vehicle. Mr. Ogden added that this is a very advantageous meter for the new renovations on Deaderick St.

Mr. Ward noted that they are requesting to have loading zones and fire lanes as a shared usage space. He asked if unattended vehicles that are in the loading zones would be ticketed. He said he was concerned about the signage and how it would read to interpret the intended use of these zones and to secure safety, should they need to be used for emergencies.

Mr. Morin asked if the signs could regulate on unattended vehicles, except deliveries. Mr. Snyder said that the fire marshals want the zones accessible in case of an emergency. He added that there are other options for delivery trucks to load and unload on the side streets, and most have loading docks under the building.

Mr. Ward said that he wanted to make sure that the needs of the fire department were met, but also wanted to make sure to have a fair space for loading zones. Mr. Snyder said that anytime an urban street is affected in the downtown area; there is an obvious balance to attempt to accommodate needs. Until this point, there seems to be a balance that satisfies everyone. Mr. Snyder added that he is presenting this information to the Commission in advance to iron out any details or suggestions they may have before it is finalized.

Lt. Corman asked the length of the slots were that are expected to be shared. Mr. Knauf said that they are 50'. Lt. Corman asked if there would be any time limit on the vehicles using this zone for loading and unloading. Mr. Morin asked if any of the vendors, such as UPS, Coke, etc., have been notified that they may need multiple drivers when making deliveries in this area, since the vehicles could not be left unattended.

Chairperson Frank asked the justification behind the combination zone and if there was a way to separate fire zones and loading zones in this area. Mr. Snyder said that the issue lies in the width. He said that these zones are placed mid-block to service some of the taller buildings and to make sure they are wide enough to set up larger ladder trucks. Chairperson Frank said that from a safety point, she understands the need for those loading and unloading to remain in attendance at the vehicle. However, those making deliveries run the risk of getting ticketed by leaving their truck to do his or her job.

Lt. Corman asked the location of these proposed combination fire and loading zones. Mr. Knauf said they are on Deaderick St. between 3rd Ave. and 4th Ave. and also between 5th Ave. and 6th Ave. Lt. Corman said that he understands that the city has designed this to look nice and probably do not have the intention of delivery trucks cluttering up this corridor.

Council Member Burch commended the Metro Public Works staff and all of those working on Deaderick St. for their design and success on this project. He said that it is beautiful and one of the best things this city has done to improve the downtown district.

He added that he hopes that they can incorporate some of these suggestions to make this user friendly for the citizens and those working downtown but also can uphold the safety aspects for emergency vehicles.

Rev. Mitchell made a motion for approval of the meters and of the zones as fire lanes. Council Member Carl Burch seconded the motion and it was approved by a voice vote.

4. Parking Meter Rate Increase

Ms. Diane Marshall presented the information regarding the Parking Meter Rate increase and expressed the need to provide more turnover parking. She said that the rates would be raised to \$1.50 per hour in the downtown areas and \$1.00/hr. in other metered areas.

Mr. Gene Ward made a motion to approve staff's recommendation and was seconded by Mr. Dick Morin.

Mr. Morin asked why the meters are not enforced on Sundays. Mr. Ward said that historically, they are not regulated due to church activities.

Ms. Austin asked why the proposed rate was to increase it by \$.50 and not by \$.25. Mr. Knauf said that a study was conducted to research other cities and their meter rate prices and this was the proposed amount. However, the Commission has the authority to change it as they see necessary.

Ms. Austin said that of the cities studied, there were not any in the southeast and she would like to see that average. Mr. Ward added that there are many factors that influence rate comparison. He said that one cannot make an accurate comparison because of numerous other circumstances.

Council Member Burch asked how long it takes to recoup from a capitol investment made on meters, such as those described for Deaderick St. He asked how those issues are factored into how much is saved or lost on the return. Mr. Ogden said that the new meters are estimated to cost about twice as much as a regular meter. Council Member Burch said that the cost is essentially twice the amount per space. Mr. Ogden said that city will get less maintenance and less operating costs in return. These new meters are more convenient and they should see a revenue increase because people will use them more because of the convenience.

Council Member Burch requested that once they are in use, that a performance data report be provided to prove that they are more cost effective. Mr. Ogden said that the performance data will reflect the need for a mandated change. He said that the current single head meters do not last forever and have to be replaced often. He added that over the course of the next few years, there will be a strategic plan as to which meters are replaced by the new ones.

Mr. Ward added that this is a brand new concept for the motoring public and asked what the plans were to educate the public on how to operate these new meters. Mr. Ogden said that as of now, there will be meter signage and instructions at the pay stations. Each space and curb will be numbered and one will pay according to the numbered space in which they are parked. He said this is very similar to the private lots in which the motorists are accustomed.

Mr. Ward recommended that they use Deaderick St. as a pilot program for these new meters to test how they will work in the future.

The motion made to increase the meter rates by Mr. Ward and seconded by Mr. Morin was voted on and approved by a 7-1 voice vote, with Ms. Austin in opposition.

5. Resolution No. 09-08: The July monthly regulatory Resolution was previously approved under the Consent Agenda.

Traffic and Parking Commission Resolution No. 09-08 authorized by Chapter 9 of the Charter of the Metropolitan Government of Nashville and Davidson County, Tennessee as amended.

BE IT RESOLVED by the Traffic and Parking Commission of the Metropolitan Government of Nashville and Davidson County, Tennessee as follows:

Schedule V, 'Through Streets'

DELETE:

Highlander Dr from Mt View Rd to 170' N Of Winton Dr

ADD:

Highlander Dr from Mt View Rd to Dead End

Mt Pisgah Rd from Edmondson Pk (North approach) to Edmondson Pk (South Approach)

Schedule VI, 'Stop and Yield Intersections'

ADD:

Stop on Highland Ridge Ct at Highland Ridge Dr

Stop on Highland Ridge Dr at Winton Dr

Stop on Leona Pass at Earhart Rd

Schedule VII, 'Parking Restrictions'

Section A: Stopping, Standing, or Parking Prohibited

DELETE:

Deaderick St, north side from 3rd Av N to 4th Av N, NP OR S 4-5:30PM

Deaderick St, south side from 3rd Av N to 4th Av N, NP 4PM-5:30PM
Deaderick St, north side from 4th Av N to 5th Av N, NP OR SAT
Deaderick St, south side from 4th Av N to 5th Av N, NP OR SAT
Deaderick St, both sides from 4th Av N to 5th Av N, NO STOPPING, STANDING
OR PARKING EXCEPT MTA BUSES
Deaderick St, north side from 5th Av N to 120 ft W of 5th Av N, No Pkg or
Standing Anytime
Deaderick St, north side from 120 ft W of 5th Av N to 6th Av N, No Pkg or
Standing 7-8:30AM, 4-5:30PM
Deaderick St, south side from 6th Av N to 5th Av N, No Pkg or Standing 7-
8:30AM, 4-5:30PM

ADD:

Deaderick St, south side from 100' E of 5th Av N to 125' E of 5th Av N,
No Parking Anytime - Fire Lane
Deaderick St, south side from 150' E of 4th Av N to 200' E of 4th Av N,
No Parking Anytime - Fire Lane
Deaderick St, south side from 250' E of 5th Av N to 285' E of 5th Av N,
No Parking Anytime - Fire Lane
Deaderick St, south side from 200' E of 6th Av N to 250' E of 6th Av N, No
Parking Anytime - Fire Lane

Schedule VIII, 'Parking Meters'

Section B: .25/10 mins, 1.50/Hour, limit 2 hours

ADD:

Deaderick St, both sides from 3rd Av N to 6th Av N

Section P: 0.10/6 Minutes, 0.25/15 Minutes, Limit 1 Hour

DELETE:

Deaderick St, north side from 3rd Av N to 4th Av N
Deaderick St, north side from 5th Av N to 6th Av N
Deaderick St, south side from 6th Av N to 5th Av N

Schedule IX, 'Limitations on Size of Vehicles'

Section A: Prohibit Vehicles in Excess of 5000 Pounds

ADD:

Iverson Av from Gallatin Pk to Coney St
Maynor St from Gallatin Pk to Coney St
W Kirkland Av from Iverson Av to 550' N of Iverson Av

Section C: Prohibit Vehicles With More Than Three Axles

DELETE:

Iverson Av from Gallatin Pk to Coney St
Maynor St from Gallatin Pk to Coney St
W Kirkland Av from Iverson Av to 550'N of Iverson Av

Schedule X, 'Loading Zones'

Section A: Commercial

DELETE:

Deaderick St, south side (At 6th Av N), 100', 6pm-12mid (Central Parking Sys (Valet) (Tpac)

Section B: Public

DELETE:

Deaderick St, south side (95' W Of 3rd Av N), 60', 6am-4pm (First American Center)
Deaderick St, (505), 100', 5:30pm-8am (Tenn.Performing Arts Center (Passenger))
Deaderick St 5th Av To 6th Av, south side (5th Av To 6th Av), 350', 8am-6pm (Public)

ADD:

Deaderick St, north side 4th Av N to 40' E of 4th Av N, 40', Loading Zone

SECTION II. BE IT FURTHER RESOLVED that this Resolution be published in a daily newspaper in Metropolitan Nashville/Davidson County, Tennessee and that a certified copy be filed with the Chief of Police of the Metropolitan Police Department, and that a certified copy be filed with the Metropolitan clerk, and that said Resolution take effect five (5) days thereafter.

APPROVED: August 10, 2009

EFFECTIVE: August 15, 2008

The above mentioned items were previously approved under the Consent Agenda.

OTHER BUSINESS

There were no Other Business Items this month.

ADJOURNMENT

There being no further business, Lt. Corman moved to ***adjourn***, seconded by Rev. Mitchell and ***approved by voice vote with no opposition***. The meeting adjourned at 5:05 p.m.

Approved on this the _____ day of _____, 2009.

Director
Department of Public Works

Chairperson
Traffic and Parking Commission