

**Traffic and Parking Commission  
January 10, 2011**

Resolution 11-01

**Accepted Roadway Report**

By acceptance of a roadway or subdivision, the Metropolitan Government of Nashville (Public Works) accepts the related traffic control devices.

The following Resolution items are in newly accepted subdivisions and are for record changes only and will be added to the Traffic and Parking Schedule upon Commission approval:

- Authorize Good Morning Dr. from Old Hickory Blvd to Lawning Dr. as a through street
- Authorize Good Day Ct to Cul-De-Sac as a through street
- Authorize Good Night Ct. to temporary dead end as a through street

KARL F. DEAN  
MAYOR



# METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

DEPARTMENT OF PUBLIC WORKS  
DIVISION OF ENGINEERING  
750 SOUTH FIFTH STREET  
NASHVILLE, TENNESSEE 37206  
615-862-8760

January 3, 2010

MEMORANDUM:

TO: Billy Lynch, Director of Public Works  
VIA: Mark Macy, Engineering Director  
FROM: Walter Knauf, Traffic Engineer  
RE: Traffic Engineering activity report for December 2010

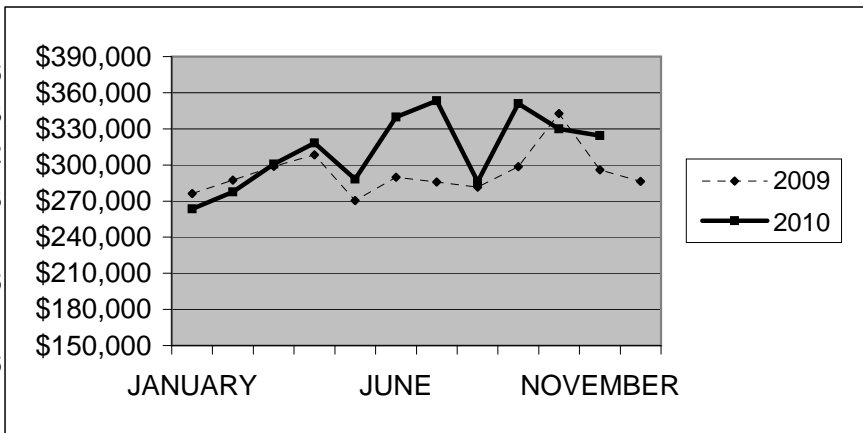
	<u>Completed (month)</u>	<u>Completed (YTD)</u>
Engineering Studies:	274	2502
Design review:	4	89

**METROPOLITAN DEPARTMENT OF PUBLIC WORKS  
PARKING DIVISION**

**Dec-10**

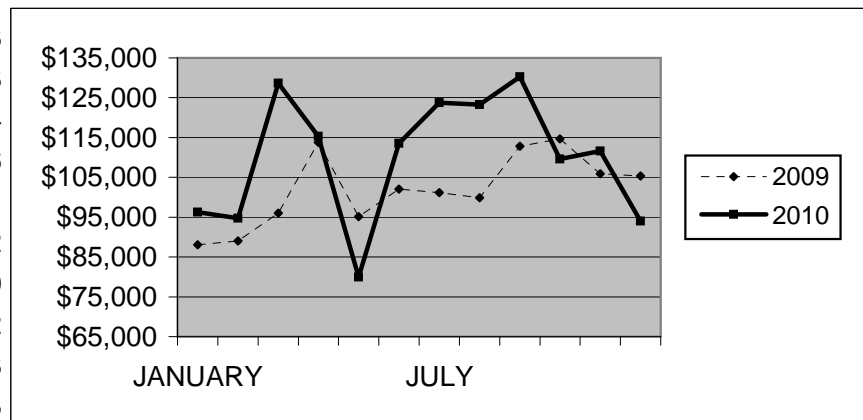
**GARAGE REVENUE**

	<b>2009</b>	<b>2010</b>
JANUARY	\$276,342	\$263,356
FEBRUARY	\$287,468	\$277,493
MARCH	\$298,755	\$300,702
APRIL	\$308,470	\$318,198
MAY	\$270,362	\$288,081
JUNE	\$289,669	\$339,826
JULY	\$285,927	\$353,221
AUGUST	\$281,536	\$285,956
SEPTEMBER	\$298,486	\$350,981
OCTOBER	\$342,697	\$330,058
NOVEMBER	\$295,898	\$324,440
DECEMBER	\$286,313	
<b>Totals:</b>	<b>\$3,521,923</b>	<b>\$3,432,312</b>



**METER REVENUE**

	<b>2009</b>	<b>2010</b>
JANUARY	\$88,080	\$96,228
FEBRUARY	\$89,037	\$94,728
MARCH	\$96,024	\$128,614
APRIL	\$113,778	\$115,346
MAY	\$95,173	\$79,971
JUNE	\$102,061	\$113,572
JULY	\$101,169	\$123,770
AUGUST	\$99,842	\$123,292
SEPTEMBER	\$112,808	\$130,268
OCTOBER	\$114,687	\$109,605
NOVEMBER	\$105,884	\$111,580
DECEMBER	\$105,345	\$93,977



Totals:	\$1,223,888	\$1,320,950
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**TRAFFIC ENGINEERING STAFF REPORT FOR  
THE TRAFFIC AND PARKING COMMISSION**  
(January 10, 2011)

**APPEAL ITEM #1**

Appeal the request to remove No Turn On Red on Abbott Martin Road at Hillsboro Circle, requested by Council Member Carter Todd.



**DISCUSSION**

The “No Right on Red” was originally installed as a safety measure because some motorists were said to be not stopping before proceeding right on red. Over time, the “No Right on Red” has been requested to be removed numerous times due to traffic backing up on Abbott Martin. However, the “No Right on Red” sign was left in place as pedestrians from the Green Hills Apartments felt the need for the prohibition to remain. The crosswalks are controlled with walk/don’t walk signals on all approaches. Because the intersection is controlled with vehicle and pedestrian signals, there should not be a conflict with right on red turning vehicles as they are required to yield the right of way to oncoming traffic and to pedestrians. There are signs in place to remind users of this.

A review of accidents from 2007 through present indicates that there have not been any accidents involving pedestrians at the intersection. However, because the prohibition was originally put in place for safety concerns and the prior comments received by the area residents, the sign should remain in place pending agreement from the council member and the apartments for the removal.

**TRAFFIC ENGINEERING STAFF REPORT FOR  
THE TRAFFIC AND PARKING COMMISSION**

**APPEALS ITEM #2**

Appeal the denial to remove the all-way stop at the intersection of Apollo Drive and Una-Antioch Pk

**STAFF RECOMMENDATION**

Deny appeal to remove the all way stop. The All Way stop was installed under appeal.

**ALTERNATIVE ACTION**

Leave existing all way stop

**DISCUSSION**

This is a moderate volume side street intersecting a collector street in a single-family residential neighborhood in southeast Davidson County. When the all-way stops went before the commission in September 2000. The volumes at that time on Apollo Drive were 1,034 vehicles in a 24 hour period. The Staff reported that installing the all way stop would make it easier for motorist to use Apollo Drive and this installation would in fact cause an increase in traffic volumes. The present traffic counts show a total volume of 3399 vehicles in a 24 hour period for both directions combined on Apollo Drive. From 01/01/2007 through 10/1/2009 there were 27 reported rear end accidents on Una-Antioch Pike at Apollo Drive which is also typical at all way stops installed on curved hills. The appeal to install the stop signs initially was due to pedestrians, mainly children and was installed as an attempt to slow motorists on Una Antioch Pk.

When traffic volumes are lower than the recommended thresholds or outside the desirable balance, there is a tendency for motorists to roll through or totally ignore the stop signs because the need for a stop is not evident. There is also a tendency to make up for time lost in stopping, actually resulting in higher overall speeds. This moderate-volume intersection does meet the 150 vehicles per hour threshold for four hours.

**INTERSECTION DATA**

Una Antioch Pike 24-hour volume combined = 7530

Apollo Drive EB 24-hour volume = 1946

Apollo Dr WB 24-hour volume = 2047

Sight distance: Exceeds recommended standard of 350 feet for 35 mph roadway

**TRAFFIC ENGINEERING STAFF REPORT FOR  
THE TRAFFIC AND PARKING COMMISSION**

**APPEALS ITEM #3**

Appeal denial of All-Way Stop sign at the intersections of Jason Drive at Apollo Drive

**STAFF RECOMMENDATION**

Deny appeal.

**ALTERNATIVE ACTION**

This request contains allegations that speeding is the basis of the appeal; therefore, additional Police enforcement is the appropriate remedy. Because Apollo Drive is a residential street, it is eligible for consideration under the Neighborhood Traffic Management (Traffic Calming) Program.

**DISCUSSION**

Apollo Drive and Jason Drive are low-volume local streets in a single-family residential neighborhood west of Una Antioch Pike. This intersection is currently controlled by a stop sign on Jason Drive. The minimum sight distance for a stop control with a 30 mph speed limit is 300 feet. The available sight distance for motorists stopped on Jason Drive meets this standard. The accident history obtained for the intersections of Jason Drive and Apollo Drive indicated that there were no accidents reported at these intersections within the last three years.

All-Way Stops are normally appropriate for intersections with moderate and relatively equal intersecting volumes. Specifically, there should be a total entering volume of at least 500 vehicles per hour sustained for at least eight hours, with a desirable balance in the 40 to 60% range. When traffic volumes are lower than the recommended thresholds or outside the desirable balance, there is a tendency for motorists to roll through or totally ignore the stop signs because the need for a stop is not evident. There is also a tendency to make up for time lost in stopping, actually resulting in higher overall speeds. These low-volume intersections do not meet the 500 vehicles per hour threshold for even one hour and has an excellent safety record. Therefore, an All-Way Stop is not required or justified for safe and efficient control of either intersection.

**INTERSECTION DATA**

Jason Drive 24-hour volume = 790

Apollo Drive 24-hour volume = 3399

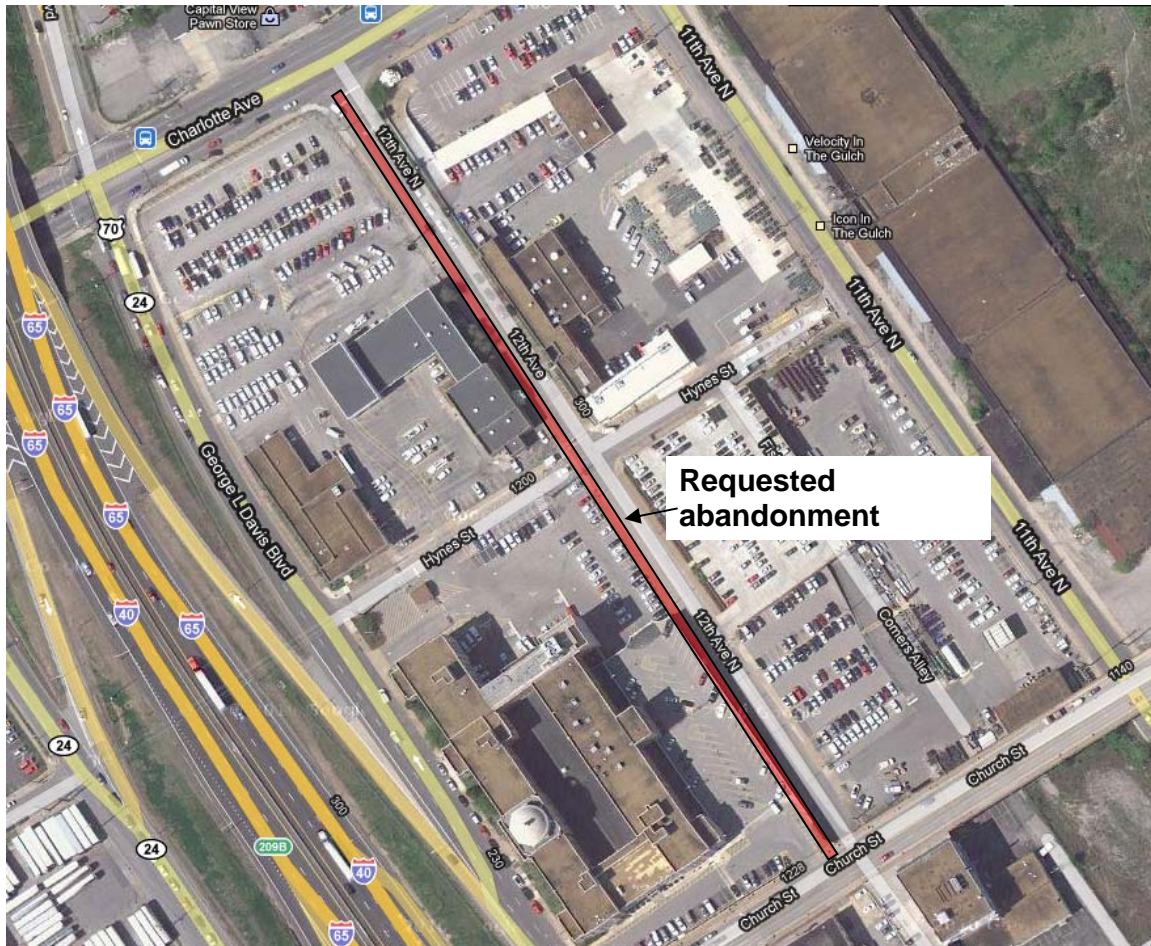
Sight distance: Both intersections meet the recommended standard of 300 feet for 30 mph roadway

No accidents were reported at the intersections since 01/01/2008 through 09/31/2010

**TRAFFIC ENGINEERING STAFF REPORT FOR  
THE TRAFFIC AND PARKING COMMISSION**

**NEW BUSINESS ITEM # 1**

This is a request from Nashville Electric Service to abandon a portion of 12<sup>th</sup> Avenue North between Church Street and Charlotte Avenue.



**STAFF RECOMMENDATION:**

Disapprove

**DISCUSSION:**

Although NES occupies space on both sides of 12<sup>th</sup> Av N, the roadway is a public street that connects Church Street to Charlotte while providing access to “The Gulch” area. The roadway should remain open for traffic circulation and emergency access reasons.

Abandonments of this type are also submitted to the Planning Commission. Metro Public Works provided the following comment to the Planning Commission:

"The section of 12th Avenue North being requested for closure is necessary to provide improved traffic circulation into the Gulch development area, and to provide alternative access to the Gulch in the event of emergencies or unexpected road closures or obstructions. This need is further emphasized due to current and future development plans in and around the Gulch/Broadway area. Public Works recommends disapproval of the request to close this portion of 12th Avenue North due to life safety and operational concerns."

The Planning Commission, The Metro Nashville Fire Department, and the Emergency Communications Center have recommended disapproval of the abandonment.

It should be noted, that 12<sup>th</sup> Av N is currently closed via temporary permit issued by Metro Public Works. This permit is based on the need by NES to use the roadway to address issues related to vehicles that were damaged by the May 2010 flood. NES was using 12<sup>th</sup> Av N as a staging area for the damaged vehicles.

Note: this is a mandatory referral item presented to the Traffic and Parking Commission. The Traffic and Parking Commission is making a recommendation to the Metro Council. Metro Council will consider the decision by the Traffic and Parking Commission when hearing the case.

**Staff Recommendation:      Disapproval**

**TRAFFIC ENGINEERING STAFF REPORT FOR  
THE TRAFFIC AND PARKING COMMISSION**

**NEW BUSINESS ITEM # 2**

This is a request from the Antique and Garden Show of Nashville to provide complimentary parking for the volunteers for the dates of February 11 thru 13, 2011 at the Library garage.

**STAFF RECOMMENDATION:**

Approve.

**ALTERNATIVE ACTION:**

None.

**DISCUSSION:**

The Commission granted this request for this event in 2010 and they are requesting the same complimentary parking be granted for the 2011 event.

According to the contract with the Nashville Downtown Partnership Section 8.H. no free parking or complimentary parking privileges shall be provided in the Parking Facilities but the regular charge shall be made to all persons, firms, corporations and organizations for the use of the parking spaces except as may be authorized by the Commission.