

**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

**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

**UPDATE – March 2010**

Via the traffic calming program, recommend installation of all way stops at Apollo at Barclay Square Drive and Apollo at Manatee Court

**TRAFFIC ENGINEERING STAFF REPORT FOR  
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**NEW BUSINESS ITEM # 2 - Proposal #2011M-002AB-001**

Request to abandon portions of Chestnut Street and Humphreys Street adjacent to property located at 477 Chestnut Street and to retain the easements contained therein.  
Requested By: Leslie Brown (Council Member Sandra Moore, District 17)

**STAFF RECOMMENDATION**

The staff is recommending disapproval.

**DISCUSSION**

The sections of the right-of-way to be abandon on Chestnut Street and Humphreys Street are unpaved and is maintained by the private property owner. Metro Public Works wants to reserve the right-of-way for the relocation of the utility poles to clear the sidewalk.

**COUNCIL BILL STATUS**

A Council Bill has not been filed for the March 15, 2011 Metro Council meeting date. This mandatory referral is on the Planning Commission agenda on April 14, 2011 meeting date.



# ***Public Works Staff Analysis of Proposed Ordinance BL2010-825***

## **Outline:**

- I. Report Purpose
- II. Proposed Ordinance Summary
- III. Review and Analysis
- IV. Impact of Ordinance
- V. Summary and Recommendation

## **I. Report Purpose**

The purpose of this report is to analyze the benefits and impacts, of the passage of Metro Ordinance No. BL2010-825.

## **II. Proposed Ordinance Summary**

### ***BL2010-825***

The proposed Ordinance would allow free metered parking for vehicle owners that purchase carbon offsets. The carbon offset purchase would be made from non-profit organizations with proceeds being to be used for carbon counterbalance programs within the Metropolitan Government area. Upon purchase of the carbon offset, the owner would receive a certificate of purchase which would be used for verification to obtain a free parking sticker. The free parking sticker would allow free parking for the duration of the calendar year in which it was received.

This Ordinance is similar to the recently passed legislation related to “clean technology vehicles” (BL2010-734 amended) in that it would provide free parking at the parking meters in the Central Business District (CBD) for qualifying vehicles. Whereas, BL2010-734 provides free parking for vehicles meeting low emission criteria, this proposed ordinance would provide free parking for any vehicle as long as a carbon offset certificate is purchased.

## **III. Review and Analysis**

### ***What is “Carbon Offset”?***

A carbon offset is a monetary investment in a project or activity elsewhere that abates greenhouse gas (GHG) emissions carbon from the atmosphere that is used to compensate for GHG emissions from your own activities. In this case, the carbon offset is a payment made by an owner of any vehicle to a non-profit organization to ‘offset’ the carbon emissions that a particular vehicle is producing. The organization must then spend the funds on a carbon counterbalance program in Davidson County. Therefore, there is an ‘offset’ of GHG carbon – the vehicle produces GHG emissions and the non-profit organization offsets by investing in GHG reducing projects.



## ***Eligibility***

Based on the eligibility requirements in the proposed Ordinance, basically all vehicles are eligible to participate. However, the amount of payment required varies based on vehicle type, engine, mileage driven, etc.

Some examples:

<u>Vehicle</u>	<u>Carbon Offset Amount(\$)</u>
SUV	\$63
Pick-up Truck	\$76
Mid Sized Sedan	\$53
Small Car	\$41

Note: These amounts are examples of carbon offsets found on [Carbonfund.org](http://Carbonfund.org) and are not intended to represent exact amounts for this legislation. The purchase amounts or a cost determining formula for this Ordinance has not been determined.

## **IV. Impact of Ordinance**

### ***Objectives of Downtown Parking Program***

The primary objective in any on-street parking program with high demand and limited supply is the creation of turn over parking. This is most often developed through time limits and parking fees. Without enforceable time limits and fees, the turn-over rate decreases and parking availability decreases. This results in motorists searching for parking by circling the block numerous times. This type of incentive introduces an increase in enforcement difficulty and could result in lower levels of parking turnover as vehicles would most likely frequently exceed parking time limits.

### ***Required Changes in Enforcement and Staffing***

Established enforcement activities of the Public Works Department provide for citation of vehicles parked at parking meters where time has expired. Because “re-feeding” parking meters (i.e. exceeding maximum allowable parking time limits) is illegal, enforcement staff does not mark tires or perform other methods of enforcement to determine if a vehicle is parked past the posted time limit. Parking meter staff relies on the parking meter display when determining parking time violations. It should be noted that per state law, vehicles displaying valid handicapped credentials are allowed to park at parking meters without fee and without time limit restrictions.

The primary objective of providing turn-over parking could be reduced without effective enforcement. The enforcement of the proposed Ordinance and the aforementioned handicapped user legislation differ in that the former incorporates time restrictions. These time restrictions would be difficult to enforce without a timing device such as a paid parking meter or additional enforcement staff. Without new operating procedures and training, and additional staff, the Ordinance would likely result in illegal all day parkers similar to the legal handicapped



parking situation. Public Works enforcement activities will rise in complexity and resource requirements.

The proposed ordinance states that Public Works is responsible for issuing a free parking sticker. This differs from BL2010-734 which requires the County Clerk to issue the sticker. However, Ordinance BL2010-825 does make a provision for Public Works to “promulgate necessary rules and regulations consistent with the requirements of this section to assist in its implementation”. With this statement (BL2010-825 Section 1, Item F), Public Works will be able to establish criteria to coordinate the issuance of stickers with the County Clerks Office.

It should be noted, that the provision of ‘free parking’ could defeat the purpose of a parking meter program – turnover parking.

### ***Revenue Effects***

The impact of the legislation on parking meter revenue is difficult to estimate. As written, all vehicles are eligible to participate regardless of registration location, type, year, etc. It is estimated that 17,000 vehicles per day enter the CBD. Most of the parking vehicles use garages or surface lots - the remainder use on-street parking. This Ordinance will allow owners of vehicles possessing a carbon offset certificate to park for free at any of the seven hundred, \$1.50 per hour, parking meters in the CBD for about \$1 per week (using the previously mentioned cost examples).

The proposed bill could negatively impact parking meter revenue while introducing a greater burden on the enforcement staff. Because parking revenue will be redirected away from the traffic and parking operations to the non-profit organization, the Public Works Department could experience a two-fold affect on an already limited Public Works operating budget – reduced revenue and increased operating costs. Further, because funds for parking meter enforcement staffing are directly related to parking meter revenue, a third potential affect could result: a reduction in enforcement personnel – this at the same time when enforcement activities are rising in complexity and resource requirements.

## **V. Summary and Recommendation**

The Ordinance presents similar concerns as the original BL2010-734 (free parking for clean tech vehicles) in that Public Works could experience a reduction in revenue, an increase in operating costs, and a reduction in available parking due to low turnover.

However, the statement which authorizes Public Works to implement rules and regulations to assist in the action of the Ordinance reduces those concerns.

Although Metro Public Works supports the spirit of the legislation, there is a concern that the proposed Ordinance would increase operating costs while reducing revenue, which in turn, could lead to reduction in staff. Also, any ordinance that provides “free parking” could lead to a reduction in available parking. Based on the concerns noted in this analysis, it is recommended that the Traffic and Parking Commission not approve the bill.



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

**NEW BUSINESS ITEM # 3**

Request to provide complimentary parking for 120 spaces for the 3<sup>rd</sup> Annual Youth Activities & Job Readiness Fair to be held at the Nashville Convention Center on Saturday, March 19, 2011 from 9 a.m. to 1 p.m. at the Library Garage.

**STAFF RECOMMENDATION:**

Approve

**ALTERNATIVE ACTION:**

None

**DISCUSSION:**

The Youth Activities and Job Readiness Fair provides information for summer internships, activities and structured volunteer experiences for youth 14 to 18 years of age.

According to the contract with the Nashville Downtown Partnership Section 8 H. states that any request for free parking must be authorized by the Commission

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

March 9, 2011

MEMORANDUM:

TO: Billy Lynch, Director of Public Works  
VIA: Mark Macy, Engineering Director  
FROM: Walter Knauf, Traffic Engineer  
RE: Traffic Engineering activity report for February 2011

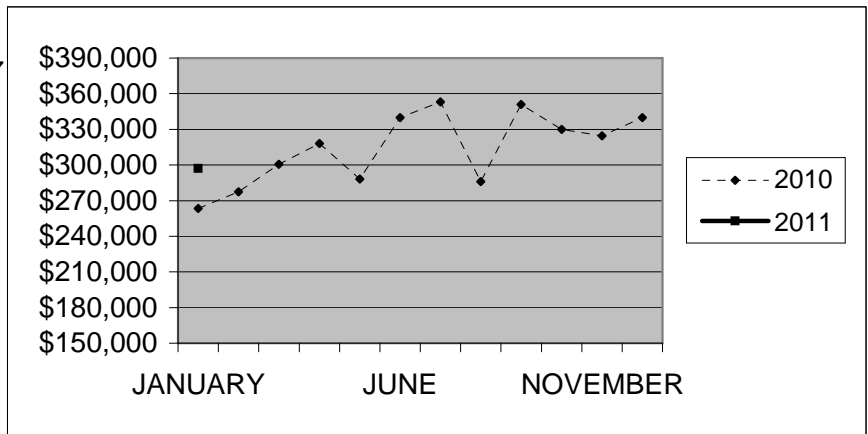
	<u>Completed (month)</u>	<u>Completed (YTD)</u>
Engineering Studies:	182	362
Design review:	5	11

**METROPOLITAN DEPARTMENT OF PUBLIC WORKS  
PARKING DIVISION**

**Feb-11**

**GARAGE REVENUE**

	<b>2010</b>	<b>2011</b>
JANUARY	\$263,356	\$297,007
FEBRUARY	\$277,493	
MARCH	\$300,702	
APRIL	\$318,198	
MAY	\$288,081	
JUNE	\$339,826	
JULY	\$353,221	
AUGUST	\$285,956	
SEPTEMBER	\$350,981	
OCTOBER	\$330,058	
NOVEMBER	\$324,440	
DECEMBER	\$339,991	
<b>TOTALS:</b>	<b>\$3,772,303</b>	<b>\$297,007</b>



**METER REVENUE**

	<b>2010</b>	<b>2011</b>
JANUARY	\$96,228	\$102,696
FEBRUARY	\$94,728	\$96,418
MARCH	\$128,614	
APRIL	\$115,346	
MAY	\$79,971	
JUNE	\$113,572	
JULY	\$123,770	
AUGUST	\$123,292	
SEPTEMBER	\$130,268	
OCTOBER	\$109,605	
NOVEMBER	\$111,580	
DECEMBER	\$93,977	
<b>TOTALS</b>	<b>\$1,320,950</b>	<b>\$199,114</b>

