

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

April 29, 2011

OLD BUSINESS ITEM # 2

The Traffic & Parking Commission approved the use of four on-street parking spaces for the Downtown Car Share Program in November 2009 for a 12 month period. The program began in April 2010. The Nashville Downtown Partnership would like to request the continued usage of downtown on- street parking spaces for this program.

In addition, the NTP would like to relocate one of the ‘stations’ from 209 10th Avenue South to 5th Avenue N near Church Street.

DISCUSSION:

According to the Nashville Downtown Partnership, the car sharing program membership has shown growth each month. Currently, there are a total of 90 members in the program. The usage is 2120 hours which represents 44 hours per month – or, over two hours per day for each vehicle. Although the program is not self-supporting (the Partnership supplements the monthly cost for the program) at this time, The NTP feels that it is providing a useful service for downtown users.

When introduced, there was a concern by Public Works staff and the Commission on losing the on-street parking spaces for the program. There have been no noticeable parking issues related to the We Car program.

In addition to wanting to extend the agreement for the on-street program, the NTP is requesting the removal of the We Car space at Cummins Station and add a designated space on the west side of 5th Avenue North near Church Street – resulting in a total number of designated car share spaces of four.

- 4th Avenue at Commerce Street
- 211 Union Street
- 11th Avenue at 12th Avenue (The Gulch)
- 5th Avenue North at Church Street – replacing 209 10th Avenue South (proposed)

As stated, the program was implemented spring of 2010. During the 12-month reporting period that followed, the downtown area has experienced the May 2010 flood and a significant water main construction project. Although the amount of impact to the car sharing program due to these events is not known, it is likely that the participation level was affected in some fashion.

STAFF RECOMMENDATION:

Approve (with NDP reporting stipulation)

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

May 5, 2011

MEMORANDUM:

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

	<u>Completed (month)</u>	<u>Completed (YTD)</u>
Engineering Studies:	166	875
Design review:	5	23

**Public Works Staff Analysis of
Ordinance BL2010-825
Substitute Ordinance BL2010-825**

Updated May 2, 2011

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 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.

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.



Update: (May 2011)

Council Member At-Large Tygart is introducing a Substitute Ordinance BL2010-825 which is identical to the recently passed bill BL2010-734 with the exception of the details related to the qualifying vehicles. The substitute ordinance, like BL2010-734, utilizes the County Clerk's Office for issuance of the identification sticker. Each bill requires parking enforcement procedures that place an additional burden on the enforcement staff (see "Required Changes in Enforcement and Staffing"). On the other hand, since BL2010-734 has passed and will go into effect July 1, 2011, the impact of this "twin" bill may not add a significant amount of enforcement concern. The identification sticker proposed for use with the vehicles qualifying under BL2010-734 will also be used for vehicles qualifying under BL2010-825 should it pass. There are still the unknown factors of participation level and revenue impact to the Metro Public Works parking meter program.

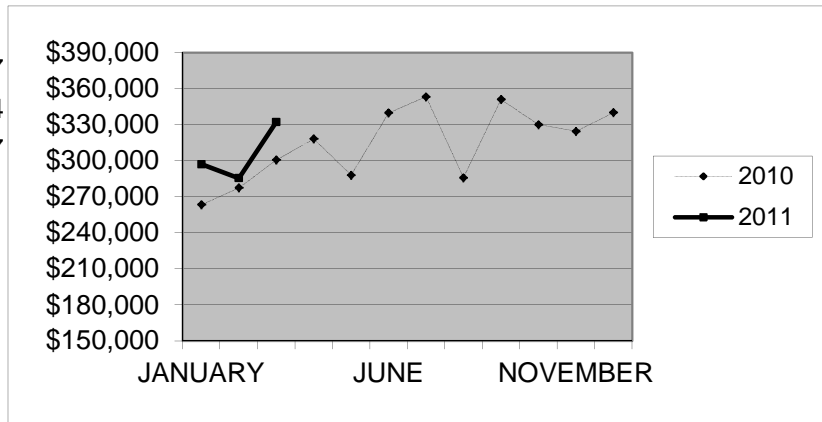


**METROPOLITAN DEPARTMENT OF PUBLIC WORKS
PARKING DIVISION**

Apr-11

GARAGE REVENUE

	2010	2011
JANUARY	\$263,356	\$297,007
FEBRUARY	\$277,493	\$285,464
MARCH	\$300,702	\$332,247
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	
Total	\$3,772,303	\$914,718



METER REVENUE

	2010	2011
JANUARY	\$96,228	\$102,696
FEBRUARY	\$94,728	\$96,418
MARCH	\$128,614	\$128,548
APRIL	\$115,346	\$109,244
MAY	\$79,971	
JUNE	\$113,572	
JULY	\$123,770	
AUGUST	\$123,292	
SEPTEMBER	\$130,268	
OCTOBER	\$109,605	
NOVEMBER	\$111,580	
DECEMBER	\$93,977	
Total	\$1,320,950	\$436,906

