

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

OLD BUSINESS ITEM #2

“No Parking” signs on the south side of Meade Ave.

DISCUSSION

Metro Public Works received a request from Council Member Frank Harrison for no parking signs on the south side of Meade Avenue near 530 Meade Avenue. The request was based on the claim that the roadway was narrow and parked vehicles pose a safety concern. At the June 2011 Traffic and Parking Commission meeting, the recommended installation of No Parking signs on the south side of Meade Avenue for approximately 150' to 530 Meade Avenue was deferred one month as there was a question concerning the extension of the parking prohibition further along Meade Avenue to Haynes Street.

The roadway width of Meade Ave. is 29 feet. Currently parking is allowed for all residents and visitors on both sides of the street. When parking takes place on both sides of Meade Avenue near the intersection with Baptist World Center Drive, the roadway presents a condition which could jeopardize access by emergency vehicles.

Just past 530 Meade Avenue, the roadway is slightly wider than the section near Baptist World Center Drive. In addition, there are several properties that do not have driveways on their properties or existing driveways are very limited. Therefore, many residents rely on on-street parking availability.

STAFF RECOMMENDATION

We do not recommend extending the parking prohibition past 530 Meade Avenue without the support of neighborhood agreement. Therefore, the recommendation is to prohibit parking on the south side of Meade Ave to 150 feet east of Baptist World Center Drive.



No driveway available – 530 Meade Avenue

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

Old Business - Item #1

Appeal denial of an All-Way Stop at the intersection of Ashgrove Drive and Eulala Drive. This was deferred at June 2011 meeting pending other possible traffic calming solutions.

DISCUSSION

Ashgrove Drive is a local street that intersects Eulala Drive, another local street, located within a residential neighborhood. This four-way intersection is controlled by stop signs on Ashgrove Drive. The conducted study included traffic counts, accident history, sight distance measurements, and field observations. The available sight distance when stopped on Ashgrove Drive shows 300 feet of sight distance, which exceeds the minimum standard, with the exception of eastbound motorists on Ashgrove, looking north into Eulala Drive. Because sight distance for these motorists is less than the desired minimum threshold (250 feet), a Cross Road warning sign with a 25 MPH advisory was previously installed on the north approach of Eulala Drive. Also, stop bars and "30 mph" on pavement markings have been installed since the August 2010 meeting.

Intersection data:

- Ashgrove Drive: 333 vehicles per day
- Eulala Drive: 3452 vehicles per day,
- Posted speed: 30 mph
- Field speed: 36 mph
- Accidents: 0 (2 year reporting period)

Based on our findings, an All-Way Stop is not warranted at this location, due to low traffic volume and safety record.

All-Way stop controls may be considered at intersections for the purpose of allowing safe and efficient traffic flow, and normally when traffic volumes on the intersecting roads are approximately equal. The minimum vehicular requirement to justify an All-Way stop is 500 total vehicles (with at least 200 vehicles on the minor street) per hour, for no less than eight hours, within a 24-hour period. Other considerations include locations with sight distance restrictions, with 5 or more crashes correctible by an All-Way Stop installation, or as a temporary measure, pending a traffic signal installation. All-Way stops are not intended for speed control, and should not be installed unless an engineering study indicates that they would improve the overall safety or efficiency of the intersection. A crash history obtained for Ashgrove Drive and Eulala Drive produced no reported accident at this intersection within the last two years. Since All-Way stops at otherwise unwarranted intersections often result in an increase in other types of crashes, especially the rear end type, the total crash rate at this location might actually increase with such installations.

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

July 1, 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 June 2011

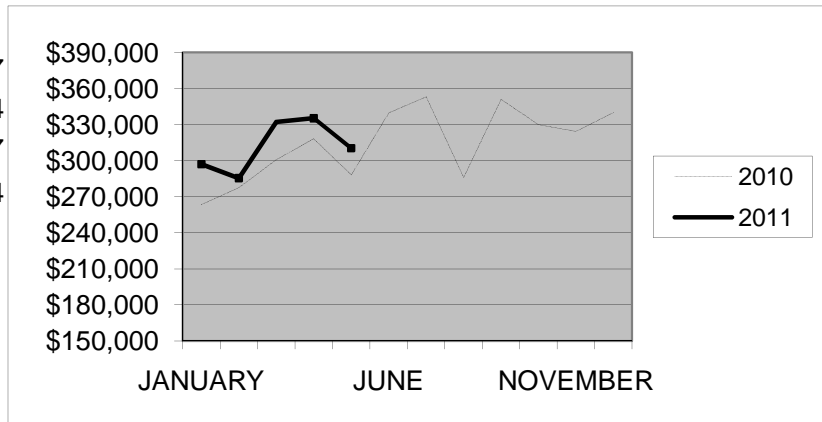
| | <u>Completed (month)</u> | <u>Completed (YTD)</u> |
|----------------------|--------------------------|------------------------|
| Engineering Studies: | 43 | 1489 |
| Design review: | 3 | 30 |

**METROPOLITAN DEPARTMENT OF PUBLIC WORKS
PARKING DIVISION**

Jun-11

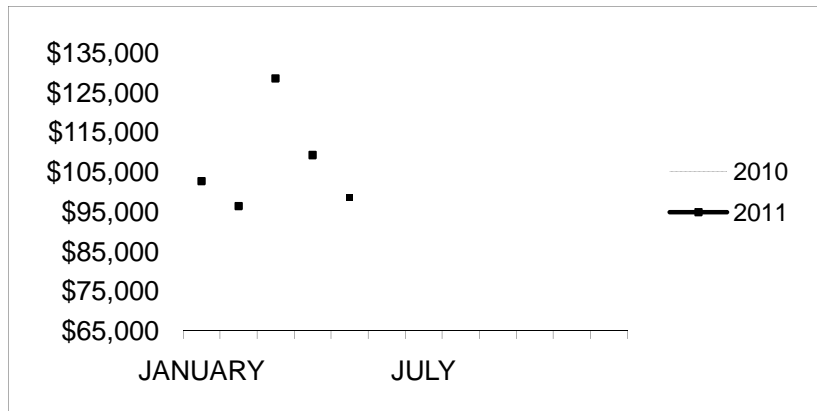
GARAGE REVENUE

| | 2010 | 2011 |
|---------------|--------------------|--------------------|
| JANUARY | \$263,356 | \$297,007 |
| FEBRUARY | \$277,493 | \$285,464 |
| MARCH | \$300,702 | \$332,247 |
| APRIL | \$318,198 | \$335,274 |
| MAY | \$288,081 | \$310,331 |
| 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 | \$1,560,323 |



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 | \$98,495 |
| JUNE | \$113,572 | \$99,265 |
| JULY | \$123,770 | |
| AUGUST | \$123,292 | |
| SEPTEMBER | \$130,268 | |
| OCTOBER | \$109,605 | |
| NOVEMBER | \$111,580 | |
| DECEMBER | \$93,977 | |
| TOTAL: | \$1,320,950 | \$634,666 |



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

NEW BUSINESS ITEM # 1 - Proposal #2011M-004AB-001

A request to abandon a portion of John Hagar Rd and to retain the utilities and easements within the northern property line of 5181 John Hagar Rd, opposite Larkwood Dr. Requested By: Council Member Jim Gotto, District 12)

STAFF RECOMMENDATION

The staff is recommending approval.

DISCUSSION

This section of John Hagar Rd is unpaved. Metro Public Works has no plans to utilize this land for traffic purposes.

COUNCIL BILL STATUS

A Council Bill has not been filed for the July 5, 2011 Metro Council meeting date. The Planning Commission administratively approved this mandatory referral on June 1, 2011.



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

NEW BUSINESS ITEM # 3 - Proposal #2011M-005AB-001

A request to abandon a portion of Alley # 934 (easements to be retained), from 39th Ave N to 40th Ave N, between properties located at 3905, 3907, 3909, 3911, 3913, 3915 Alabama Ave and 406 40th Ave N, 411 39th Ave N, and 3900 and 3914 Charlotte Ave.

Requested By: Mohammad Rahimi, owner.

STAFF RECOMMENDATION

The staff is recommending approval.

DISCUSSION

Alley # 934 is partially paved and is used by adjacent private properties. Metro Public Works has no plans to utilize this land for traffic purposes.

COUNCIL BILL STATUS

A Council Bill has not been filed for the July 5, 2011 Metro Council meeting date. The Planning Commission administratively approved this mandatory referral on June 17, 2011.



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

NEW BUSINESS ITEM # 4 - Proposal #2011M-006AB-001

A request to abandon Alley #908 (easements to be abandoned and relocated) from Murphy Ave to Alley #903, between properties located at 2206, 2208, 2210, 2212, 2214 and 2216 Murphy Ave and at 2207 Leslie Ave.

Requested By: Littlejohn Engineering Associates Inc, applicant, HCA Realty Inc., and HCA Health Services of Tennessee, owners.

STAFF RECOMMENDATION

The staff is recommending approval.

DISCUSSION

Alley #908 is paved and is used by adjacent private properties. Metro Public Works has no plans to utilize this land for traffic purposes.

COUNCIL BILL STATUS

A Council Bill has not been filed for the July 5, 2011 Metro Council meeting date. The Planning Commission administratively approved this mandatory referral on June 22, 2011.

