

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

NEW BUSINESS ITEM # 3 - Proposal #2011M-009AB-001

A request to abandon a portion of Alley # 436 (easements to be retained) from Wedgewood Avenue south to Acklen Campus Drive and to abandon a portion of an unnumbered alley (easements to be abandoned) from 15th Ave. South west to its terminus with Alley # 436, requested by Littlejohn Engineering Associates Inc., Applicant, Belmont University, Owner.

STAFF RECOMMENDATION

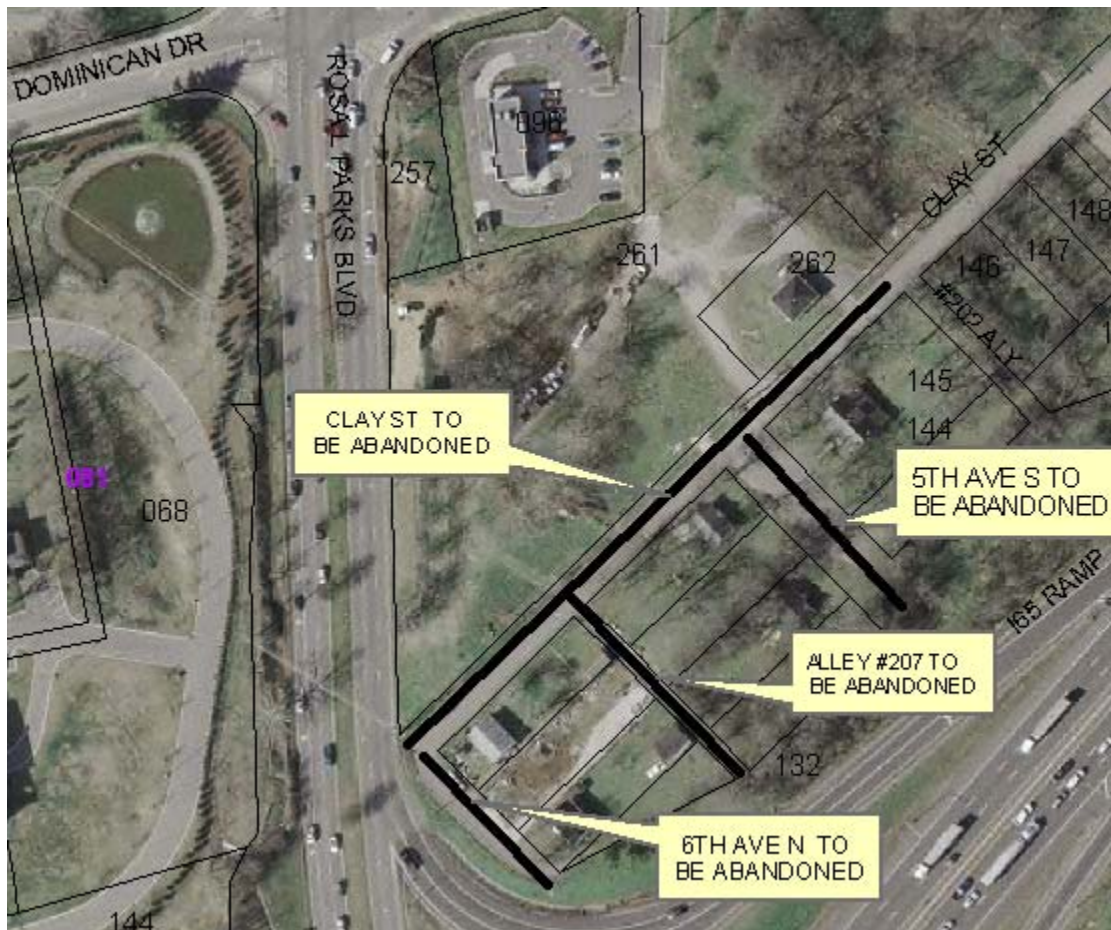
The staff is recommending approval.

DISCUSSION

The portions of Alley # 436 and Unnumbered Alley to be abandoned are paved and are used for access to private properties. Metro Public Works has no plans to utilize any of these alleys for traffic purposes.

COUNCIL BILL STATUS

A Council Bill has not been filed for the October 4, 2011 Metro Council meeting date. The Planning Commission administratively approved this mandatory referral on August 2, 2011.



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

NEW BUSINESS ITEM # 4 - Proposal #2011M-010AB-001

A request to abandon a portion of Duncanwood Drive and to retain the utilities and easements within adjacent to properties located at 1120 Glendale lane and 1121 Duncanwood Drive, requested by John and Oleana Roper Trustees, applicants; John and Oleana Roper Trustees and Monroe Harding Children’s Homeowners.

STAFF RECOMMENDATION

The staff is recommending disapproval because applicant(s) did not obtain signature approvals of adjacent property owners.

DISCUSSION

The portion of Duncanwood Drive to be abandoned is unpaved and is not used for access to private properties. Metro Public Works has no plans to utilize this right-of-way for traffic purposes.

COUNCIL BILL STATUS

A Council Bill has not been filed for the October 4, 2011 Metro Council meeting date. The Planning Commission disapproves this mandatory referral for street closure because the applicant(s) did not obtain the signatures of all the affected property owners.



**TRAFFIC ENGINEERING STAFF REPORT FOR
THE TRAFFIC AND PARKING COMMISSION**
(September 12, 2011)

APPEAL ITEM #1

Appeal denial of four-way stop at the intersection of Carnavon Parkway and Clearbrook Drive.



STAFF RECOMMENDATION

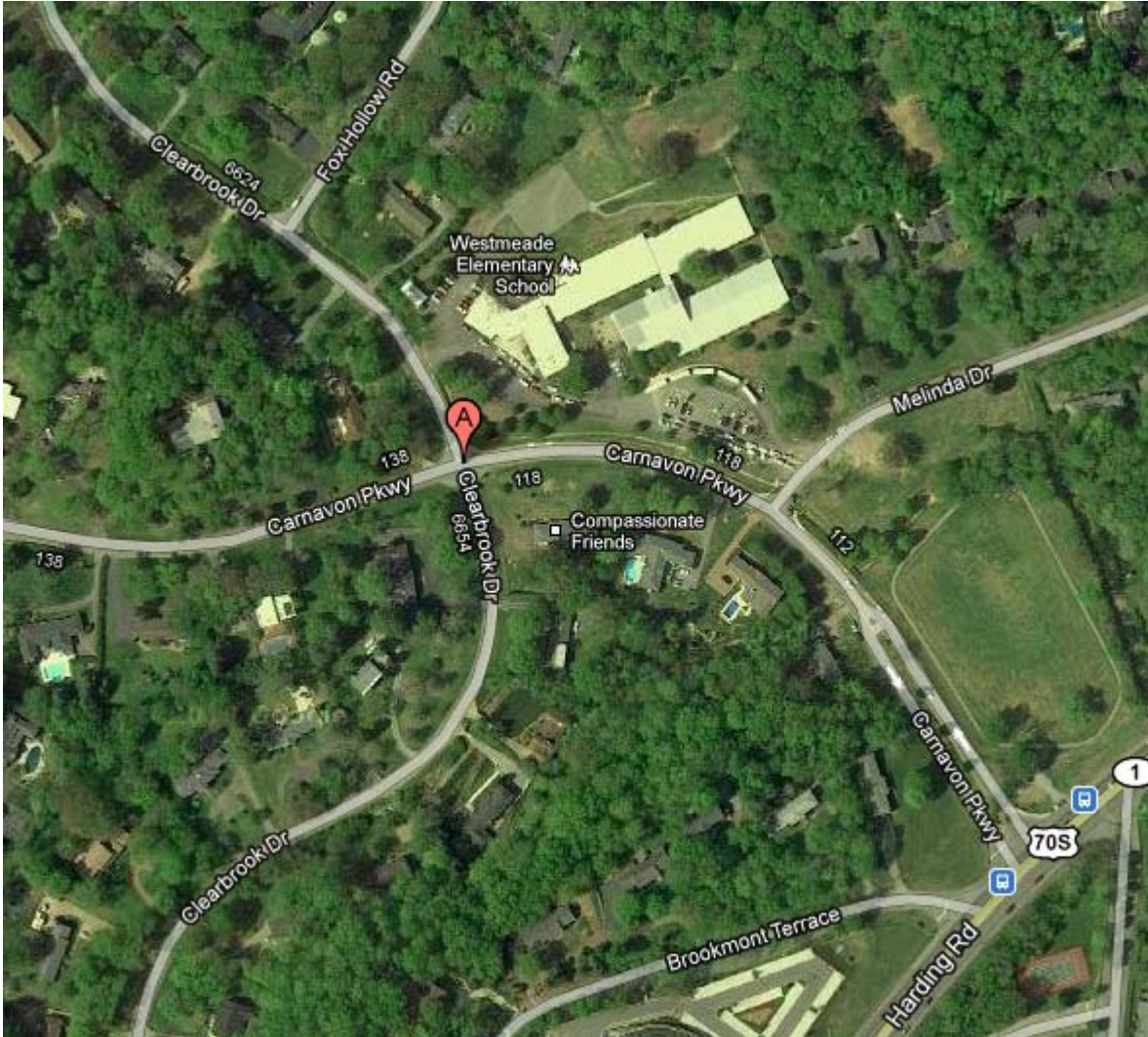
Deny appeal.

ALTERNATIVE ACTION

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

DISCUSSION

Carnavon Parkway is a residential street that intersects with Clearbrook Drive, a low-volume local street in a single-family residential neighborhood northwest of Highway 70 South (Harding Road). This intersection is currently controlled by a stop sign on Clearbrook 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 Clearbrook Drive meets this standard. The accident history obtained for Carnavon Parkway and Clearbrook Drive indicated that no accidents were reported at this intersection within the last three years.



Four-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. This low-volume intersection does not meet the 500 vehicles per hour threshold for even one hour and has an excellent safety record. Therefore, a four-way stop is not required or justified for safe and efficient control of the intersection.

INTERSECTION DATA

Carnavon Parkway 24-hour volume = 833 (76%)

Clearbrook Drive 24-hour volume = 261 (24%)

Sight distance: Meets recommended standard of 300 feet for 30 mph roadway

No accidents reported at this intersection - 9/01/2007 through 9/30/2010

**TRAFFIC ENGINEERING STAFF REPORT FOR
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NEW BUSINESS ITEM # 1

This is a request from the “Live on the Green” event for complimentary parking at the Public Square Garage for the staff and entertainers.

STAFF RECOMMENDATION:

Approve.

ALTERNATIVE ACTION:

None.

DISCUSSION:

The Commission granted this request for this event in 2010. The request is for:

- 100 spaces for September 8, 2011
- 50 spaces for September 15, 2011
- 50 spaces for September 22, 2011
- 50 spaces for September 29, 2011
- 50 spaces for October 6, 2011
- 50 spaces for October 13, 2011

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.

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

NEW BUSINESS ITEM # 2 - Proposal #2011M-008AB-001

A request to abandon portions of 5th Ave. N. and 6th Ave. N., south of Clay Street. Clay Street from Alley #202 to its terminus at the I-65 Ramp, and Alley # 207 south of Clay Street, and to abandon the utilities within and relocate at the applicant's expense. Requested by Barge Cauthen & Associates. Applicant on behalf of Ironwood Partners, Ltd., Bellsouth Telecommunications, Inc., and S.A. North, Ltd., abutting property owners.

STAFF RECOMMENDATION

The staff is recommending approval.

DISCUSSION

The portions of Clay Street, 5th Ave. N. and 6th Ave. N. to be abandoned are paved and are not used for access to private properties. The portion of Alley #207 to be abandoned is unpaved and is not used for access to private properties. Metro Public Works has no plans to utilize any of these streets or alley for traffic purposes.

COUNCIL BILL STATUS

A Council Bill has not been filed for the October 4, 2011 Metro Council meeting date. The Planning Commission administratively approved this mandatory referral on August 2, 2011.

