

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

**APPEAL ITEM #1**

Appeal denial of a Traffic Signal request for Castlegate Drive at Smith Springs Road.

**STAFF RECOMMENDATION**

Deny appeal.

**ALTERNATIVE ACTION**

None.

**DISCUSSION**

Castlegate Drive is a local street, of which intersects with Smith Springs Road, a suburban two-lane arterial, and is located in the southeast corridor of Davidson County. Castlegate Drive is the “stem” of this T-type intersection, and presently stops at Smith Springs Road. Castlegate Drive has a posted speed limit of 30 MPH; the speed limit on this section of Smith Springs Road is 35 MPH.

This request was initiated by former Councilmember Vivian Wilhoite of the 29<sup>th</sup> District, and has since been requested by current Councilmember Karen Johnson. This request represents the most recent of several similar requests submitted within the past several years, for the purpose of providing more efficient access for left-turning motorists on Castlegate Drive, into Smith Springs Road.

The available sight distance on Castlegate Drive exceeds the desired minimum of 350 feet, looking either direction onto Smith Springs Road. Accident history indicates that there were two reported collisions which may have been prevented by the installation of a traffic signal.

Traffic signals are normally appropriate for intersections with moderate (or higher) intersecting volumes. They are intended to assign right-of-way for motorists entering such intersections, by allowing for safe and efficient traffic flow. Specifically, (for an intersection of this type) there should be an entering volume of at least 150 vehicles per hour sustained for at least eight hours, on the minor approach (Castlegate) with at least 500 total vehicles on the combined major-street approaches (Smith Springs). When traffic volumes are lower than the recommended thresholds, or outside the desirable balance, otherwise unwarranted traffic signals tend to increase the likelihood of rear-end crashes, thus offsetting the potential benefits of reducing right-angle accidents. The traffic volumes on Castlegate Drive do not meet the minimum vehicular threshold. Therefore, a Traffic Signal is not required or justified for safe and efficient control of this intersection.

**INTERSECTION DATA**

- Castlegate Drive 24-hour volume = 1,441
- Smith Springs Road 24-hour volume = 10,270
- Sight distance: Intersection meets the recommended standard of 350 feet for 35 mph roadway
- Two accidents were reported at the intersection since 01/01/2010 through 09/30/2011



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

**(October 10, 2011)**

**OLD BUSINESS #1**

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

**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.

**UPDATE:**

At the September 12, 2011 Traffic and Parking Commission meeting, it was decided that a decision on the all-way stop should be deferred so Public Works can investigate the possibility of implementing a traffic calming plan. While visiting the site, children were observed crossing Carnavon Parkway presumably destined for Westmeade Elementary School. Therefore, it is recommended that the all-way stop be installed along with crosswalk markings.

**RECOMMENDATION**

Approve the installation of an all-way stop at the intersection of Carnavon Parkway and Clearbrook Drive.

**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*

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

October 3, 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 September 2011

	<u>Completed (month)</u>	<u>Completed (YTD)</u>
Engineering Studies:	323	2572
Design review:	4	44

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

**Resolution 11-10**

**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:

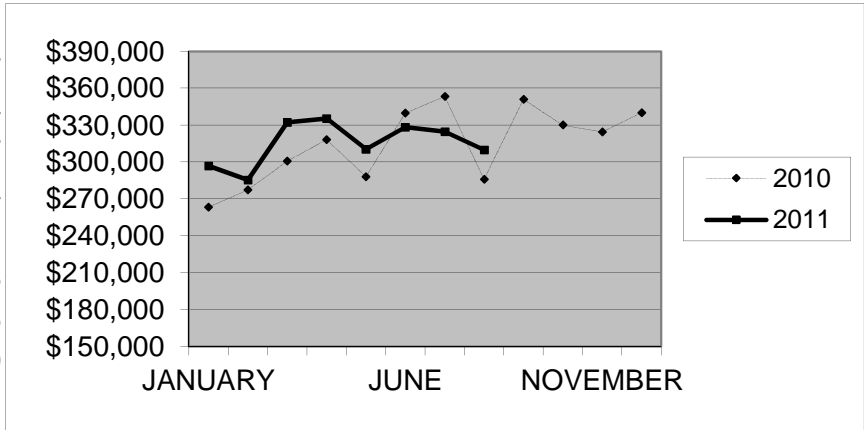
- Authorize a Stop sign at the following locations:
  - Pitts Ave at Lawrence Ct
  - Donoho Dr. at Pitts Ave.
  - Avery Green Ct. at Donoho Dr.
  - Stone Hedge Dr. at Stone Hedge Ct.
  - Stone Hedge Dr. at Pitts Ave.
  - Teresa Dr. at McArthur Dr.
  - McArthur Dr. at Meadow St.
  - Meadow St. at Ray Ave.
  - Ray Ave. at Pitts Ave.
  
- Establish the following location as a “Through Street”:
  - Pitts Ave. from Old Hickory Blvd to Clifton Ct.
  - Rifle Range Rd. to Pitts Ave.
  - Kings Way Dr. from Rainer Dr. to cul-de-sac
  - Clifton Ct. from Pitts Ave. to cul-de-sac

**METROPOLITAN DEPARTMENT OF PUBLIC WORKS  
PARKING DIVISION**

**Sep-11**

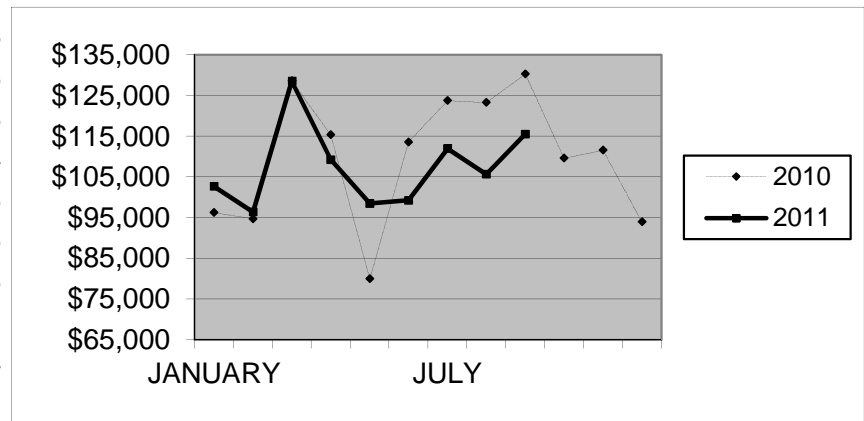
**GARAGE REVENUE**

	<b>2010</b>	<b>2011</b>
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	\$328,456
JULY	\$353,221	\$324,796
AUGUST	\$285,956	\$310,010
SEPTEMBER	\$350,981	
OCTOBER	\$330,058	
NOVEMBER	\$324,440	
DECEMBER	\$339,991	
<b>TOTALS:</b>	<b>\$3,772,303</b>	<b>\$2,523,585</b>



**METER REVENUE**

	<b>2010</b>	<b>2011</b>
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	\$111,945
AUGUST	\$123,292	\$105,671
SEPTEMBER	\$130,268	\$115,534
OCTOBER	\$109,605	
NOVEMBER	\$111,580	
DECEMBER	\$93,977	
<b>TOTALS:</b>	<b>\$1,320,950</b>	<b>\$967,816</b>



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**NEW BUSINESS ITEM # 2 – Proposal #2011M-011AB-001**

A request to abandon a portion of 12<sup>th</sup> Avenue South, including all utility easements, within portion of right-of-way adjacent to property located at 2516 12<sup>th</sup> Avenue South. Requested By: Paul McRedmond, Owner. (Council Member Sandra Moore, District 17)

**STAFF RECOMMENDATION**

The staff is recommending approval.

**DISCUSSION**

The portion of 12<sup>th</sup> Avenue South to be abandoned is partially paved and is used for access to private property. Metro Public Works has 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 Department administratively approved this mandatory referral on September 21, 2011.

