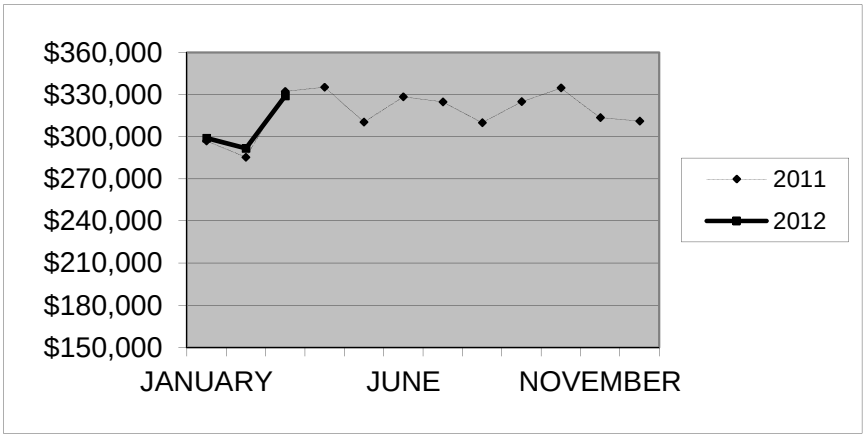
METROPOLITAN DEPARTMENT OF PUBLIC WORKS
PARKING DIVISION

Apr-12

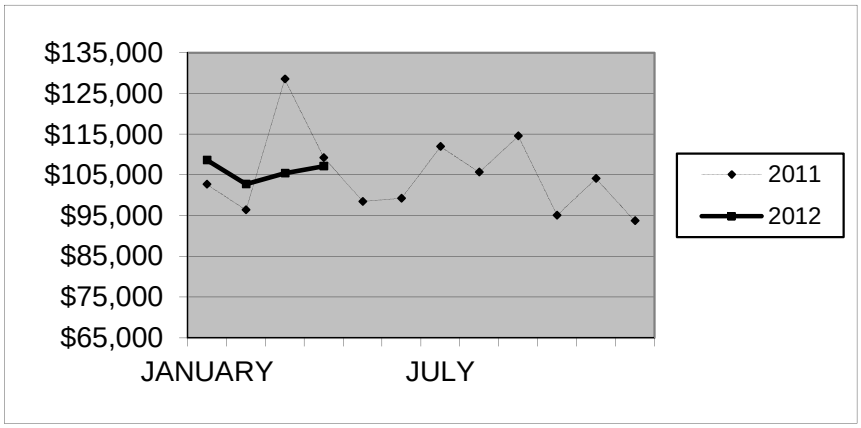
GARAGE REVENUE

	2011	2012
JANUARY	$297,007	$299,069
FEBRUARY	$285,464	$291,783
MARCH	$332,247	$329,056
APRIL	$335,274	
MAY	$310,331	
JUNE	$328,456	
JULY	$324,796	
AUGUST	$310,010	
SEPTEMBER	$324,844	
OCTOBER	$334,641	
NOVEMBER	$313,658	
DECEMBER	$311,003	
Total:	$3,807,731	$919,908



METER REVENUE

	2011	2012
JANUARY	$102,696	$108,658
FEBRUARY	$96,418	$102,749
MARCH	$128,548	$105,435
APRIL	$109,244	$107,144
MAY	$98,495	
JUNE	$99,265	
JULY	$111,945	
AUGUST	$105,671	
SEPTEMBER	$114,534	
OCTOBER	$95,107	
NOVEMBER	$104,119	
DECEMBER	$93,756	
Total:	$1,259,800	$423,987



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 7, 2012

MEMORANDUM:

TO: Billy Lynch, Director of Public Works

VIA: Mark Macy, Engineering Director

FROM: Walter Knauf, Traffic Engineer

RE: Traffic Engineering activity report for April 2012

	Completed (month)	Completed (YTD)
Engineering Studies:	89	927
Design review:	4	16

TRAFFIC ENGINEERING STAFF REPORT FOR THE TRAFFIC AND PARKING COMMISSION

APPEAL ITEM #1

Appeal denial of an All-way stop at the intersection of Brewer Dr and Westcrest Dr

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. Brewer Dr is a collector street and Westcrest Dr is a residential street; therefore, we do not recommend an All-way stop at this location.

DISCUSSION

Brewer Dr is a collector street with a posted speed limit of 30 mph. Typically, collector streets are posted at a minimum of 35 mph. Brewer Dr is at a slope/curve approaching this intersection. Records show when stop signs are installed under this condition rear end accidents increase significantly. Westcrest Dr is a low-volume local street in a single-family residential neighborhood east of Edmondson Pk. This intersection is currently controlled by stop signs on Westcrest Dr. 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 Westcrest Dr meets this standard. The accident history obtained for this intersection indicated no accidents reported within the last two years. However, all-way stops are not intended for speed control.

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 300 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 300 vehicles per hour threshold for even one hour and has an excellent safety record. Rear end accidents will increase. Therefore, a four-way stop is not required or justified for safe and efficient control of the intersection.

INTERSECTION DATA

Brewer Dr 24-hour volume = 2404 (66%)
Westcrest Dr 24-hour volume = 818 (34%)
Sight distance: Meets recommended standard of 300 feet for 30 mph roadway
Accidents correctable by four-way stop = 0 since 03/01/2010 through 05/9/2012

HAVENDALE DR
DALEMERE DR
CECIL CT

TRAFFIC ENGINEERING STAFF REPORT FOR
THE TRAFFIC AND PARKING COMMISSION

NEW BUSINESS ITEM # 1 – Proposal #2012M-004AB-001

A request to abandon portions of two public streets (including all easements and utilities) comprised of Rosemont Avenue from the southern property line of 3708 Rosemont Avenue to its terminus and Pittman Place from Granny White Pike westward to its terminus, requested by Barge Waggoner, Sumner & Cannon Inc., applicant, David Lipscomb University, abutting owner.

STAFF RECOMMENDATION

The staff is recommending approval.

DISCUSSION

The sections of Pittman Place and Rosemont Avenue are partially paved and are used by David Lipscomb University. 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 May 15, 2012 Metro Council meeting date. The Planning Department administratively approved this mandatory referral on April 18, 2012.

TRAFFIC ENGINEERING STAFF REPORT FOR
THE TRAFFIC AND PARKING COMMISSION

NEW BUSINESS ITEM # 2 – Proposal #2012M-005AB-001

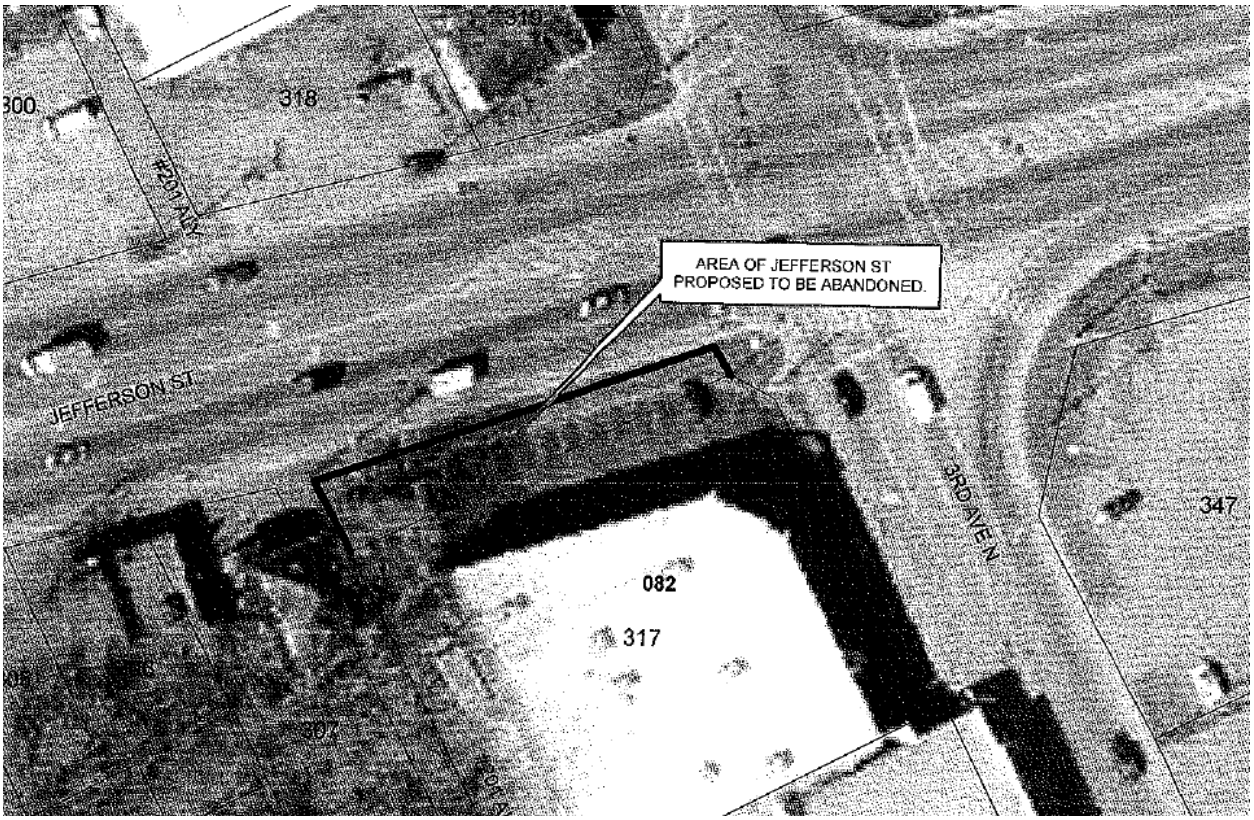
A request to abandon a portion of Jefferson Street (easements and utilities to be retained) adjacent to property located at 305 Jefferson Street, at the southwest corner of 3rd Avenue North and Jefferson Street, requested by Cresent Enterprises Inc., abutting owner.

STAFF RECOMMENDATION

The staff is recommending approval.

DISCUSSION

This section of Jefferson Street is partially paved and is used by Cresent Enterprises Inc. Metro Public Works has no plans to utilize this land for traffic purposes.

COUNCIL BILL STATUS

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