



Nashville Community Review Board

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A Preliminary Analysis of MNPB's License Plate Reader Pilot Program

Originally Published:
June 28, 2023

Preliminary Data from halfway through MNPDP's License Plate Reader Pilot Program:

Prepared by the Metro Nashville Community Oversight Board

Introduction:

The Metro Nashville Police Department (MNPDP) has publicly posted preliminary data from the first 3 months of their License Plate Reader (LPR) pilot program on the LPR page of their data dashboard. Based on the data, MNCO has made a series of heatmaps that depict the concentration of LPR activity across Nashville during the first 3 months of the pilot program over five categories: 'verified hits,' 'vehicle stops,' 'driver or vehicle searches,' 'arrests,' and 'vehicle recoveries'. Each LPR category includes a heatmap over a base map of Nashville alongside a table, to showcase the data and make identifying each individual LPR easier. Additionally, each category includes a set of heatmaps over racial and income base maps that depict the percentages of residents of Nashville who are non-white and whose income falls below the poverty threshold by US 2020 census tract.

MNPDP has also given MNCO LPR data from the 10-day stretch of 5/7/23 to 5/17/23 and could not get data from further back than that, as MNPDP must follow a 10-day retention period as outlined in their LPR pilot policy. That data also includes some LPR data that can be retained longer than the 10-day retention period due to involvement with a criminal investigation. From this data, we were able to analyze the hit rate versus total scan percentage, identify the breakdown of reasons LPRs are causing verified hits, and look at the areas where there is the highest concentration of records that fall within the exemptions of the 10-day retention period.



LPR Terms:

LPRs: License Plate Readers, or LPRs, are automatic cameras that take pictures of a vehicle's license plate, turn the image into letters and numbers using computer software, and then run the license plate through a law enforcement database. If it matches a plate in the database, this is considered a 'hit'.

The NCIC: The National Crime Information Center, or NCIC, is a nation-wide law enforcement database that compiles information from several different criminal justice circuits, including information shared between local, state, federal, and tribal law enforcement agencies regarding criminal histories, missing persons, stolen property, the sex offender registry, etc.

LPR Program Administrator: A command level sworn officer position in MNPd who manages the LPR program, including the technology, data, training, and the ten officers who are authorized to work with LPR data.

Heatmap: A two-dimensional way to visualize the frequency of data over a chosen geographic area. In this case, we display the effects of the LPRs across Nashville.

Base Rate Analysis: An analysis that factors in the base rate of broad data when looking at the specific rates of investigatory data.

LPR Categories:

Total Hits: License plates that an LPR has scanned that had a match in the NCIC.

Verified Hits: Hits that two MNPd officers and the LPR Program Administrator have verified as a valid hit in the NCIC, and has been sent to dispatch for enforcement action. Verified hits are a subset of total hits. Verified hits can lead to one or more of the following four LPR enforcement categories.

Vehicle Stops: MNPd officers pulling over a vehicle from a verified hit.

Driver or Vehicle Searches: MNPd offices conducting a search inside the vehicle and/or of the driver from a verified hit.

Arrests: MNPd officers arresting an individual or individuals from a verified hit.

Vehicle Recoveries: Stolen vehicles that MNPd recovers from a verified hit.

Preliminary LPR Data:

In total, there were 733 verified hits across the four Quadrants during the first 3 months of the pilot program. From those verified hits, there have been 57 vehicle stops, 49 driver or vehicle searches, 47 arrests, and 55 vehicle recoveries. When compared to the total number of hits, that means 7.78% of hits resulted in vehicle stops, 6.68% of hits resulted in driver or vehicle searches, 6.41% of hits resulted in arrests, and 7.50% of hits resulted in vehicle recoveries.

Table One: LPR Category Values

LPR Category	Total	Rate of Verified Hits
Verified Hits	733	-
Vehicle Stops	57	7.78%
Driver or Vehicle Searches	49	6.68%
Arrests	47	6.41%
Vehicle Recoveries	55	7.50%

An initial analysis of the data shows that there are a disproportionate amount of verified hits in Quadrant A, which covers parts of North Nashville, East Nashville, and Madison (page 8). Quadrant A alone accounts for 340 out of 733 total LPR 'hits', or 46.38%. Within Quadrant A, there is wide range of values per LPR. The LPRs at Dickerson Pk & Trinity Ln and Gallatin Pk & Old Hickory Bv/St Rt 45 have 90 and 82 hits respectively, significantly higher than the average of 40 across the other four sites in Quadrant A.

Table Two: Verified Hits By Quadrant

Quadrant	Verified Hits	Portion of Verified Hits
Full	733	-
A	340	46.38%
B	250	34.11%
C	110	15.01%
D	33	4.50%

Areas of Quadrant B, which covers South Nashville, Antioch, Donelson, Hermitage, and Old Hickory, also have high rates of verified hits, primarily concentrated around the Murfreesboro Pk & Bell Rd site. There are some concentrations of hits in Quadrant C, primarily around Downtown, Wedgewood Houston and part of South Nashville. Specifically,

there is a concentration around the LPRs at 8th Ave S & Wedgewood, and Murfreesboro Pk & Fesslers Ln. Curiously, there is not much LPR activity in Quadrant D, which primarily covers West Nashville, Midtown, Charlotte Pk, and part of North Nashville. Within Quadrant D, there is the most activity by a substantial margin around the Jefferson St/John Merritt Bv & Ed Temple Bv/28th Av N site, which had 14 hits compared to the average of 3 hits across the other five sites in Quadrant D. According to MNPd, their LPR website states that as of March 23rd, 2023, the low numbers for hits in Quadrant D could be a result of solar power issues. If this is still an issue almost 3 months after it was initially noted, this could raise cause for concern regarding the durability of the hardware.

Noteworthy Trends:

The disparity between Quadrant A and the other quadrants widens when examining the other categories of LPR activity. Quadrant A accounts for 42 of the 57 vehicle stops, (73.68%);

37 out of 49 driver or vehicle searches, (75.51%); 35 out of 46 arrests, (76.09%), and 40 out of 55 vehicle recoveries, (72.73%) (Pages 10, 12, 14, and 16). Interestingly, within Quadrant A, the Gallatin Pk & East Trinity Ln site has the highest values in all categories aside from hits, with 13 vehicle stops, 11 driver or vehicle searches, 10 arrests, and 11 vehicle recoveries respectively. While Dickerson Pk & Trinity Ln and Gallatin Pk & Old Hickory Bv/St Rt 45 lead the count in hits, they do not stand out compared to the values of other Quadrant A sites across the other categories. Unlike Quadrant A, across all other Quadrants, the values of the other categories remain mostly consistent with the LPRs that had the most hits within those quadrants.

Table Three: LPR Enforcement Data

Quadrant	Vehicle Stops	% of Vehicle Stops	Driver/ Vehicle Searches	% of Driver/ Vehicle Searches	Arrests	% of Arrests	Vehicle Recoveries	% of Vehicle Recoveries
Total	57	-	49	-	47	-	55	-
A	42	73.68%	37	75.51%	35	74.47%	40	72.73%
B	7	12.28%	5	10.20%	5	10.64%	7	12.73%
C	3	5.26%	3	6.12%	3	6.38%	4	7.27%
D	5	8.77%	4	8.16%	3	6.38%	4	7.27%

When mapped over base maps that measure the racial and income distributions of residents across the city, the most concentrated areas of LPR locations line up with the areas that have the highest concentration of non-white and impoverished residents (page 7). When examining LPR activity across the five categories, verified hits, vehicle stops, driver or vehicle searches, arrests, and vehicle recoveries all follow this same pattern (pages 9, 11, 13, 15, and 17).

MNPD's Data Dashboard:

MNPD also has a separate data-dashboard site that displays all MNPD's general vehicle stops over a given time frame. The general vehicle stops includes MNPD officers pulling individuals over for: traffic violations, vehicle violations, investigations, regulations, inspections, safety, etc. Since LPRs focus on vehicles, and MNPD tracks vehicle stops as one of their five LPR-specific enforcement categories, we mapped the relationship between the distribution of LPR vehicle stops and general MNPD vehicle stops together over the past 3 months (page 18). Given the legal requirement to equally distribute LPRs across the city, placing them around where the most vehicle stops happen would provide interesting context for that requirement.

When MNPD's vehicle stops are mapped against the LPR vehicle stops, the two follow very different patterns. MNPD's vehicle stops as a whole are distributed evenly across the city, with the highest concentration in the center and extending North, South, East, and West along major roadways. However, the heatmap of vehicle stops initiated from LPRs do not have high density in the areas where MNPD's vehicles stops have the highest density; in the Central, West, South, or East quadrants of Nashville, the LPR vehicle stops heatmaps are empty or sparse. West Nashville highlights this disparity the most, with a large volume of total MNPD vehicle stops, but nearly a complete absence of LPR vehicle stops. The low raw number of LPR-driven vehicle stops may help explain this, but likely is not the complete answer.

Conclusion:

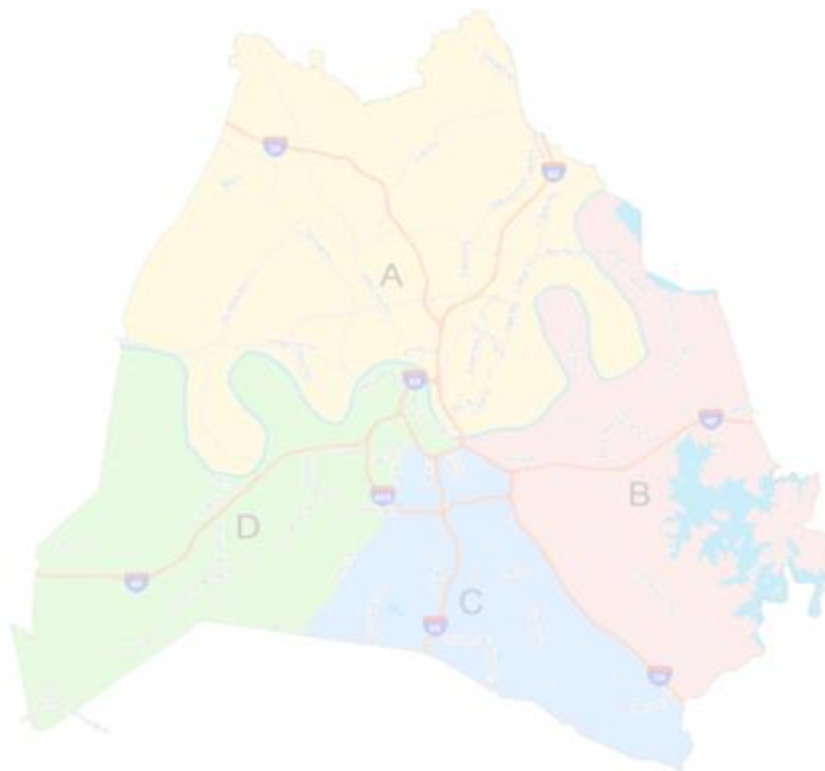
MNPD has stated that the LPRs would be 'equitably distributed,' but what we have found is that Quadrant A is disproportionately over-represented across all five LPR enforcement categories. Additionally, the locations of the LPRs, and the areas that have the highest level of law enforcement outcomes, are overwhelmingly in non-white and low-income areas. This is concerning especially when compared to the distribution of MNPD vehicle stops, which appear to be more evenly distributed through the city.

While the LPR locations and activity are concentrated in predominantly non-white areas, further analysis will examine the use of LPRs in non-white areas compared to various base rate statistics to determine if LPR usage is statistically higher in minority areas than other forms of policing. Based on MNPDP's vehicle stop data that is shared with MNCO, non-white individuals account for 350,080 out of 886,064 vehicle stops, or 39.15%.

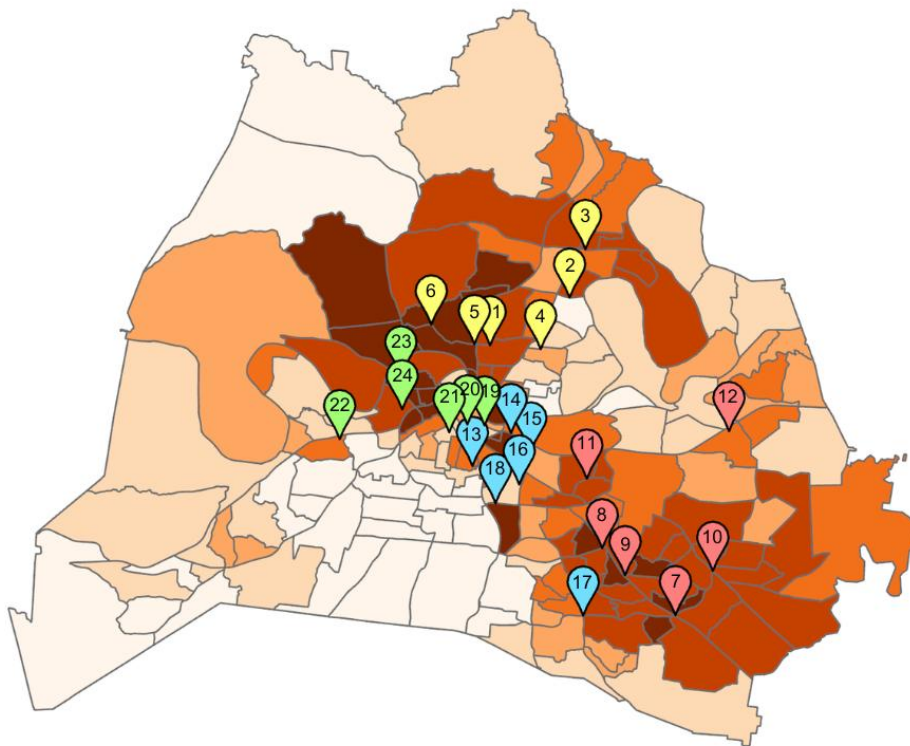
Further Research:

MNCO received comprehensive LPR data from the 10-day stretch of 5/7/23 to 5/17/23. In that 10-day stretch, there were 3,556,339 total LPR scans, and 1,458 hit notifications, for a rate of 0.04% across all scans.

There is an abundance of rich data present in this dataset that will be analyzed in future reports. Further, we are working to institutionalize a process that would give MNCO access to this type of data on a regular, recurring basis.

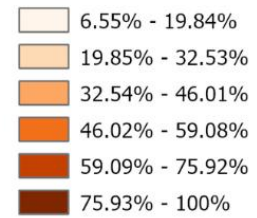


Nashville LPR Locations by Race and Poverty



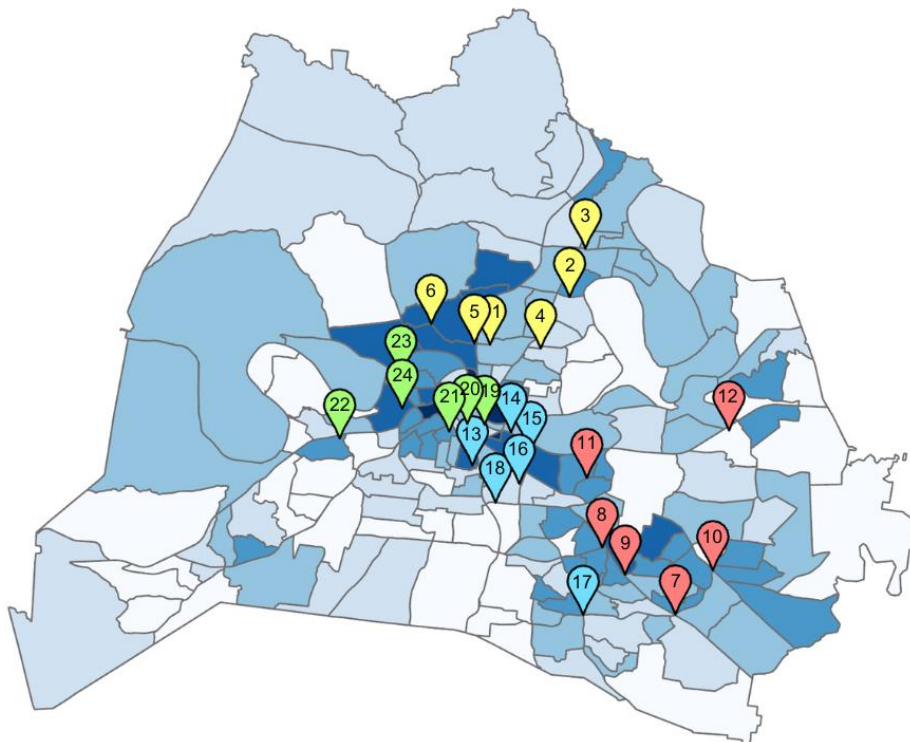
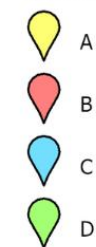
Non-White Percentage

Non-White Percentage of Population



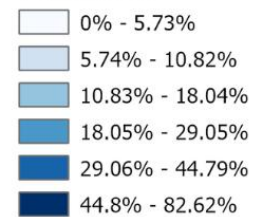
LPRs

Quadrant

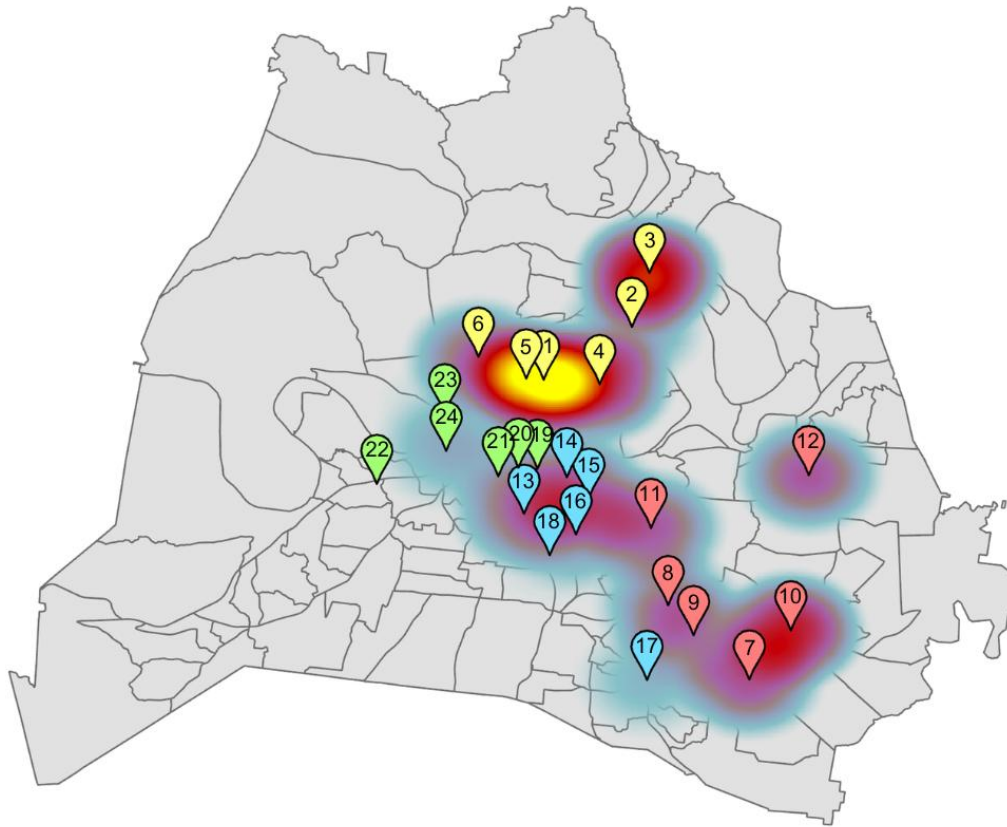


Poverty Percentage

Poverty Percentage of Population



Nashville License Plate Reader 'Verified Hits' Heatmap



Legend

LPRs

Quadrant

- A
- B
- C
- D

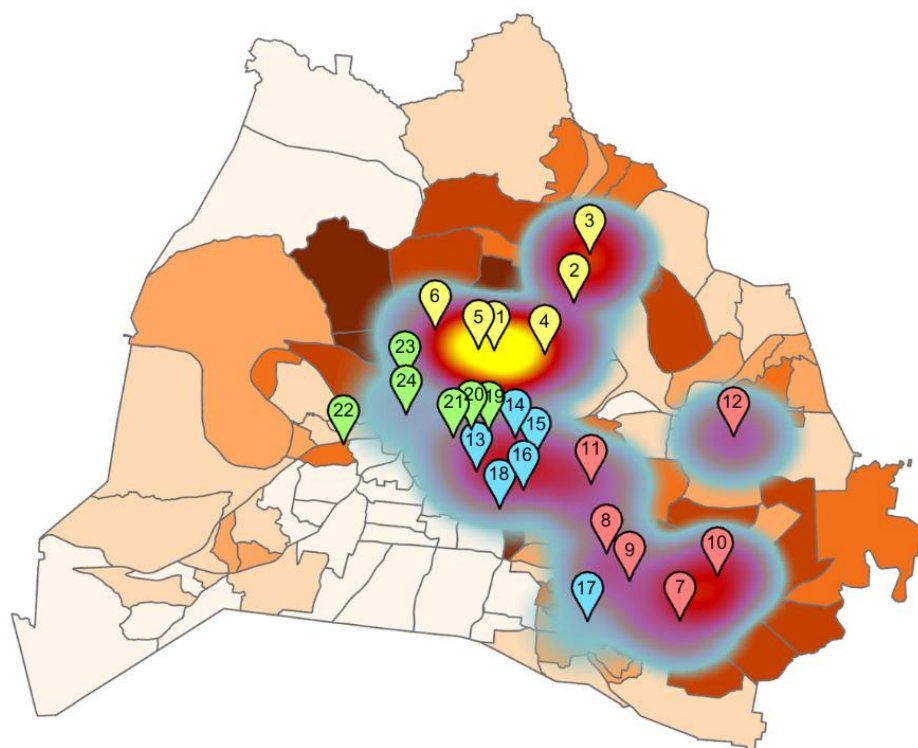
LPR Hits Heatmap

Verified Hits



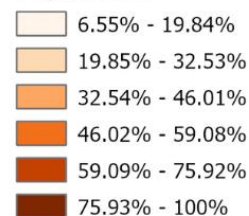
LPR	Identifier	Quadrant	Time Point	Verified Hits
Dickerson Pk & Trinity Ln	1	A	3 Months	90
Gallatin Pk & Briley Pkwy East	2	A	3 Months	22
Gallatin Pk & Old Hickory Bv / St Rt 45	3	A	3 Months	82
Gallatin Pk & E Trinity Ln	4	A	3 Months	59
W Trinity Ln & Brick Church Pk	5	A	3 Months	41
Whites Creek Pk & Moormans Arm Rd	6	A	3 Months	37
Bell Rd & I-24 Westbound Entrance ramp	7	B	3 Months	45
Harding Pl & I-24 Eastbound Entrance ramp	8	B	3 Months	30
Haywood Ln & I-24 Westbound Entrance ramp	9	B	3 Months	21
Murfreesboro Pk & Bell Rd	10	B	3 Months	68
Murfreesboro Pk & Thompson Ln	11	B	3 Months	42
Stewarts Ferry & I40 Eastbound Entrance ramp	12	B	3 Months	43
8th Ave S & Wedgewood Av	13	C	3 Months	34
Hermitage Ave & Fairfield Av	14	C	3 Months	17
Murfreesboro Pk & Fesslers Ln	15	C	3 Months	25
Nolensville Pk & I440 Westbound	16	C	3 Months	18
Old Hickory Bv & Nolensville Pk	17	C	3 Months	13
Thompson Ln & 100 Oaks	18	C	3 Months	3
1st Av S & Korean Veterans Bv	19	D	3 Months	2
Broadway & Rosa Parks Bv / 8th Av S	20	D	3 Months	5
Broadway & West End Av & 16th Av	21	D	3 Months	3
Charlotte Pk & Whitebridge Pk	22	D	3 Months	0
Clarksville Pk & Rosa Parks Bv / Ed Temple Bv	23	D	3 Months	5
Jefferson St / John Merritt Bv & Ed Temple Bv / 28th Av N	24	D	3 Months	14

Nashville LPR 'Verified Hits' Heatmaps by Race and Poverty



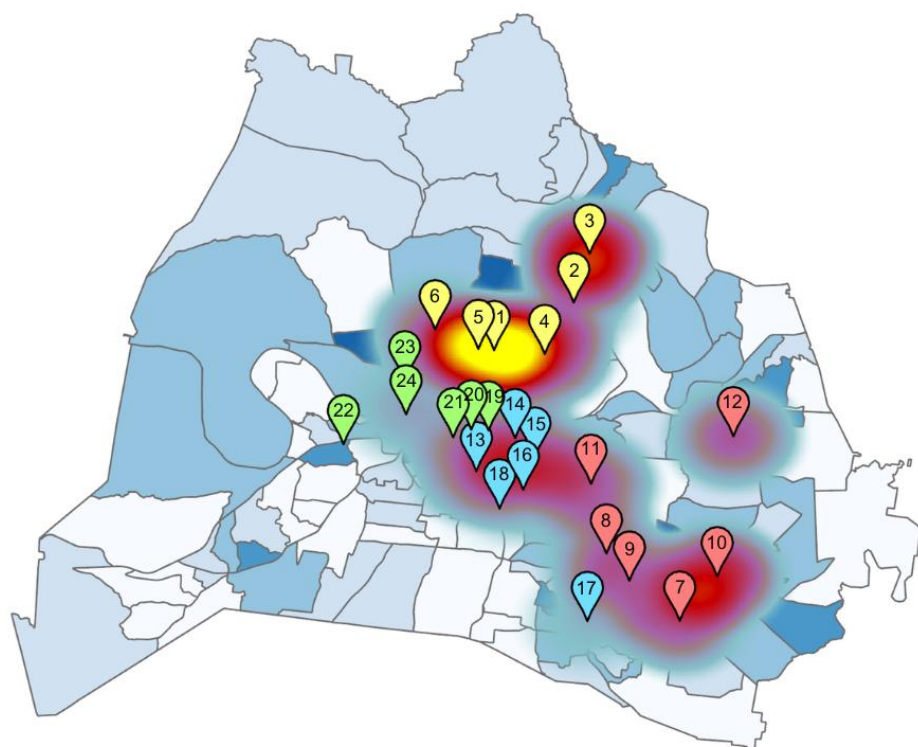
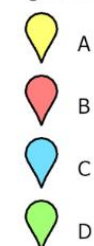
Non-White Percentage

Non-White Percentage of Population



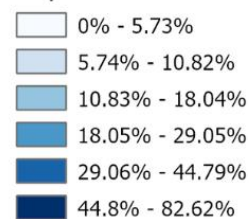
LPRs

Quadrant



Poverty Percentage

Poverty Percentage of Population

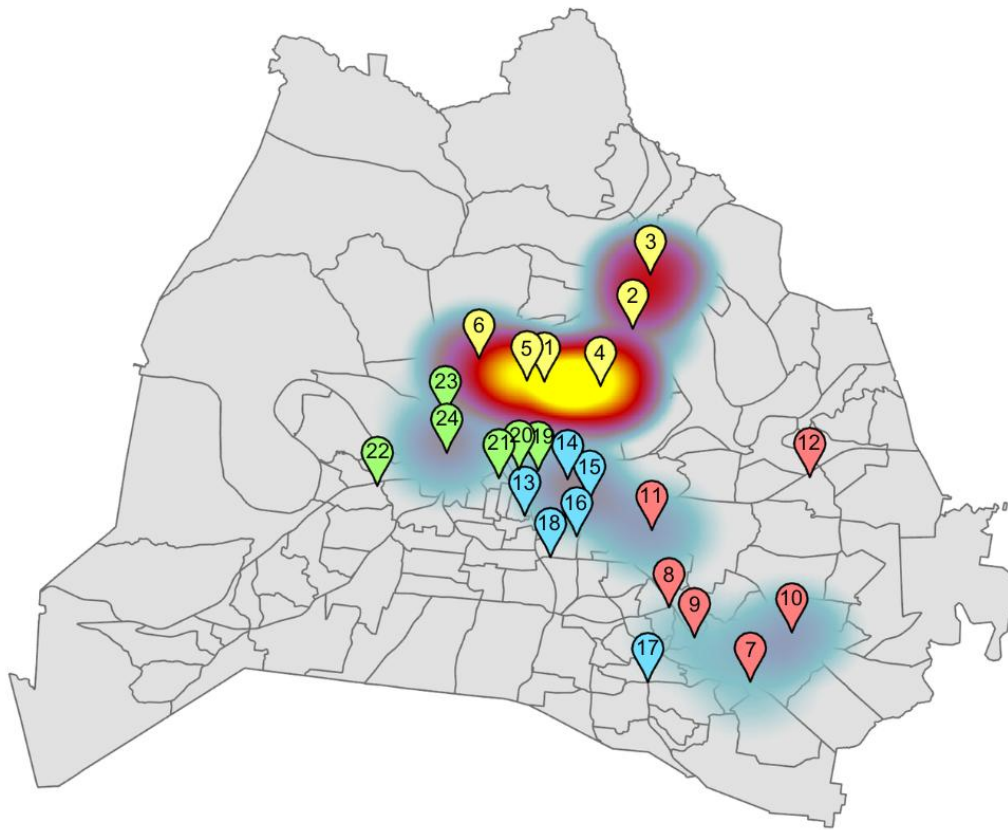


LPR Hits Heatmap

Verified Hits



Nashville License Plate Reader 'Vehicle Stops' Heatmap



Legend

LPRs

Quadrant



A



B



C



D

LPR Stops

Heatmap

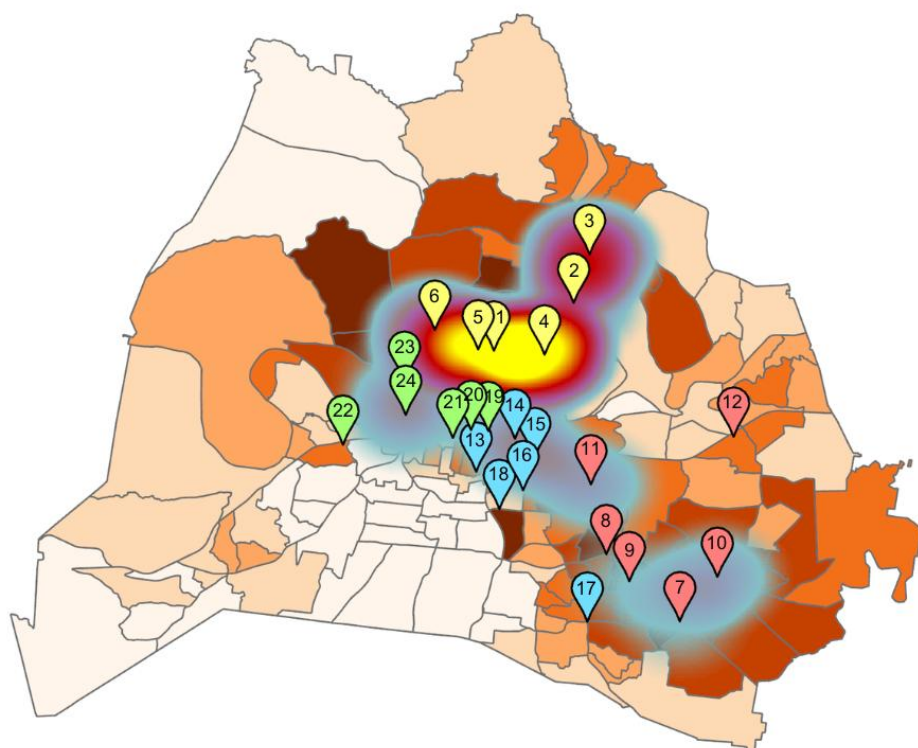
Vehicle Stops

Sparse

Dense

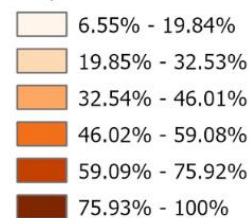
LPR	Identifier	Quadrant	Time Point	Vehicle Stops
Dickerson Pk & Trinity Ln	1	A	3 Months	5
Gallatin Pk & Briley Pkwy East	2	A	3 Months	3
Gallatin Pk & Old Hickory Bv / St Rt 45	3	A	3 Months	7
Gallatin Pk & E Trinity Ln	4	A	3 Months	13
W Trinity Ln & Brick Church Pk	5	A	3 Months	7
Whites Creek Pk & Moormans Arm Rd	6	A	3 Months	5
Bell Rd & I-24 Westbound Entrance ramp	7	B	3 Months	1
Harding Pl & I-24 Eastbound Entrance ramp	8	B	3 Months	0
Haywood Ln & I-24 Westbound Entrance ramp	9	B	3 Months	1
Murfreesboro Pk & Bell Rd	10	B	3 Months	2
Murfreesboro Pk & Thompson Ln	11	B	3 Months	2
Stewarts Ferry & I40 Eastbound Entrance ramp	12	B	3 Months	0
8th Ave S & Wedgewood Av	13	C	3 Months	0
Hermitage Ave & Fairfield Av	14	C	3 Months	2
Murfreesboro Pk & Fesslers Ln	15	C	3 Months	1
Nolensville Pk & I440 Westbound	16	C	3 Months	0
Old Hickory Bv & Nolensville Pk	17	C	3 Months	0
Thompson Ln & 100 Oaks	18	C	3 Months	0
1st Av S & Korean Veterans Bv	19	D	3 Months	0
Broadway & Rosa Parks Bv / 8th Av S	20	D	3 Months	0
Broadway & West End Av & 16th Av	21	D	3 Months	0
Charlotte Pk & Whitebridge Pk	22	D	3 Months	0
Clarksville Pk & Rosa Parks Bv / Ed Temple Bv	23	D	3 Months	1
Jefferson St / John Merritt Bv & Ed Temple Bv / 28th Av N	24	D	3 Months	2

Nashville LPR 'Vehicle Stops' Heatmaps by Race and Poverty



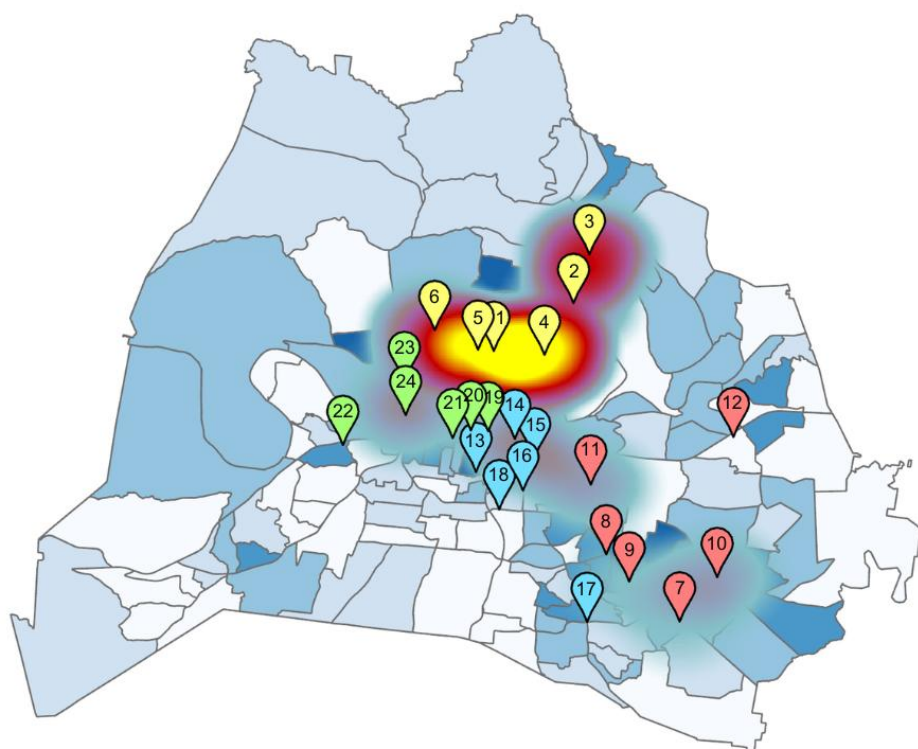
Non-White Percentage

Non-White Percentage of Population



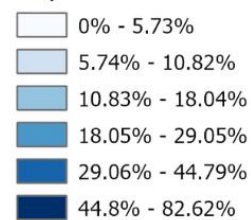
LPRs

Quadrant



Poverty Percentage

Poverty Percentage of Population

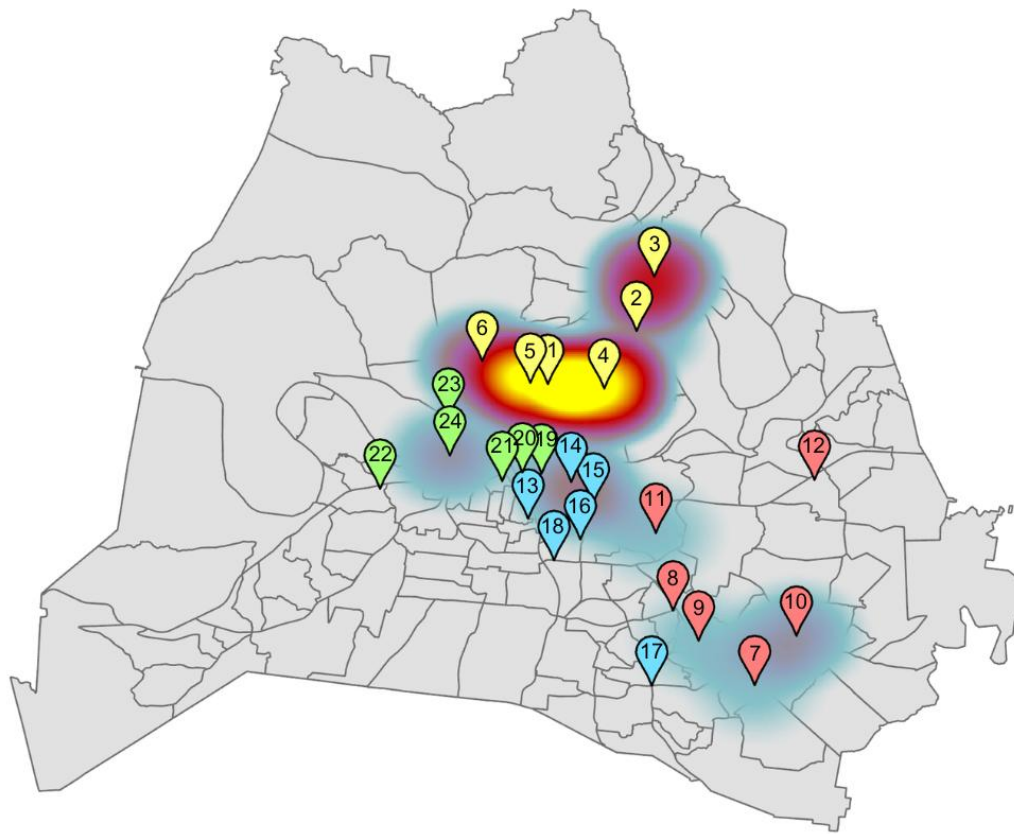


LPR Stops Heatmap

Vehicle Stops



Nashville License Plate Reader 'Driver or Vehicle Searches' Heatmap



Legend

LPRs

Quadrant



A



B



C



D

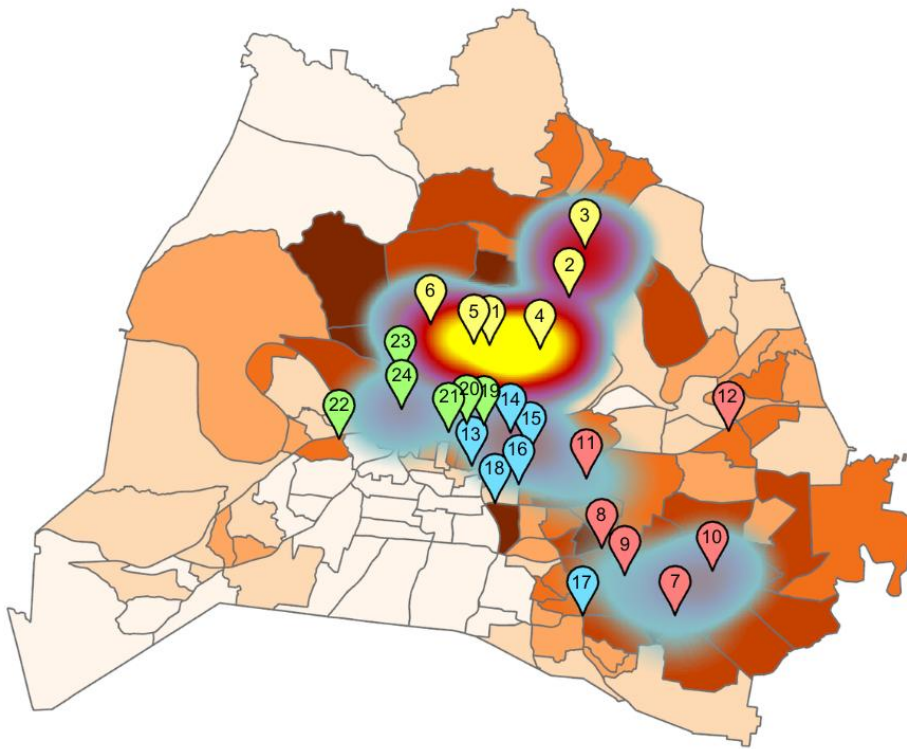
LPR Searches
Heatmap

Driver or Vehicle
Searches



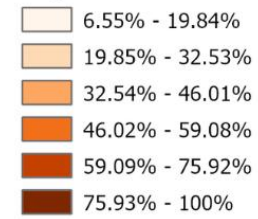
LPR	ID	Quadrant	Time Point	Driver or Vehicle Searches
Dickerson Pk & Trinity Ln	1	A	3 Months	5
Gallatin Pk & Briley Pkwy East	2	A	3 Months	2
Gallatin Pk & Old Hickory Bv / St Rt 45	3	A	3 Months	6
Gallatin Pk & E Trinity Ln	4	A	3 Months	11
W Trinity Ln & Brick Church Pk	5	A	3 Months	6
Whites Creek Pk & Moormans Arm Rd	6	A	3 Months	4
Bell Rd & I-24 Westbound Entrance ramp	7	B	3 Months	1
Harding Pl & I-24 Eastbound Entrance ramp	8	B	3 Months	0
Haywood Ln & I-24 Westbound Entrance ramp	9	B	3 Months	1
Murfreesboro Pk & Bell Rd	10	B	3 Months	2
Murfreesboro Pk & Thompson Ln	11	B	3 Months	1
Stewarts Ferry & I40 Eastbound Entrance ramp	12	B	3 Months	0
8th Ave S & Wedgewood Av	13	C	3 Months	0
Hermitage Ave & Fairfield Av	14	C	3 Months	2
Murfreesboro Pk & Fesslers Ln	15	C	3 Months	1
Nolensville Pk & I440 Westbound	16	C	3 Months	0
Old Hickory Bv & Nolensville Pk	17	C	3 Months	0
Thompson Ln & 100 Oaks	18	C	3 Months	0
1st Av S & Korean Veterans Bv	19	D	3 Months	0
Broadway & Rosa Parks Bv / 8th Av S	20	D	3 Months	0
Broadway & West End Av & 16th Av	21	D	3 Months	0
Charlotte Pk & Whitebridge Pk	22	D	3 Months	0
Clarksville Pk & Rosa Parks Bv / Ed Temple Bv	23	D	3 Months	0
Jefferson St / John Merritt Bv & Ed Temple Bv / 28th Av N	24	D	3 Months	2

Nashville LPR 'Driver or Vehicle Searches' Heatmaps by Race and Poverty



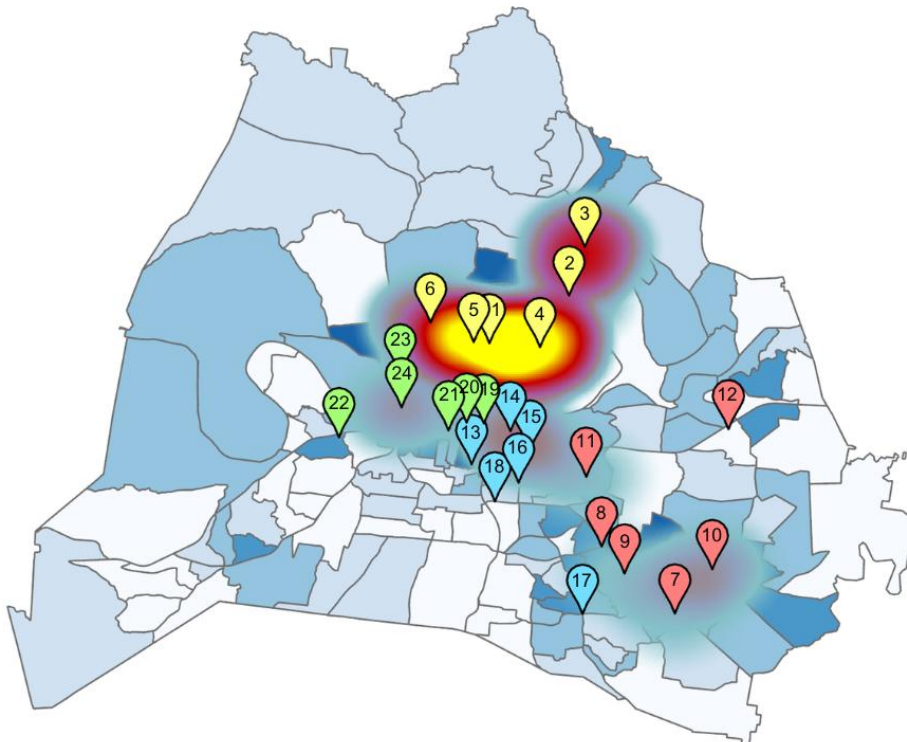
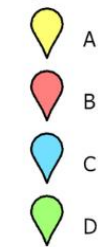
Non-White Percentage

Non-White Percentage of Population



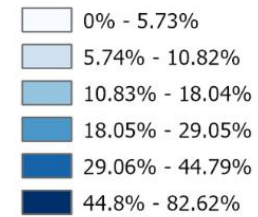
LPRs

Quadrant



Poverty Percentage

Poverty Percentage of Population

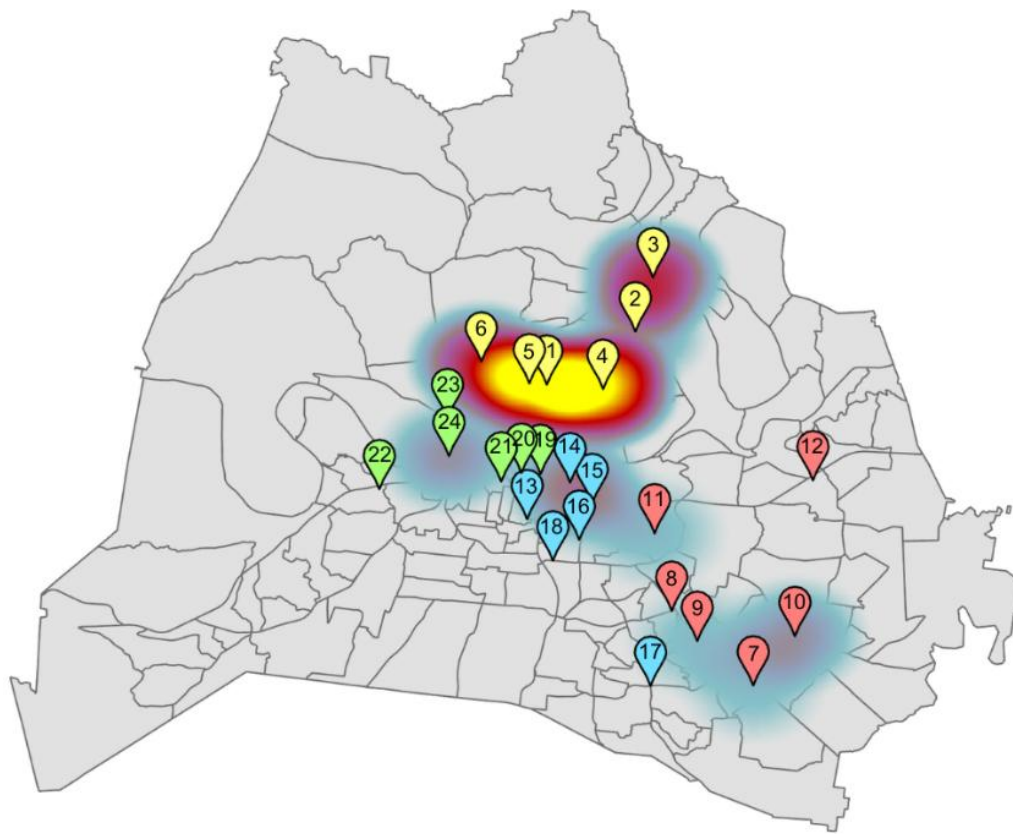


LPR Searches Heatmap

Driver or Vehicle Searches



Nashville License Plate Reader 'Arrests' Heatmap



Legend

LPRs

Quadrant



A



B



C



D

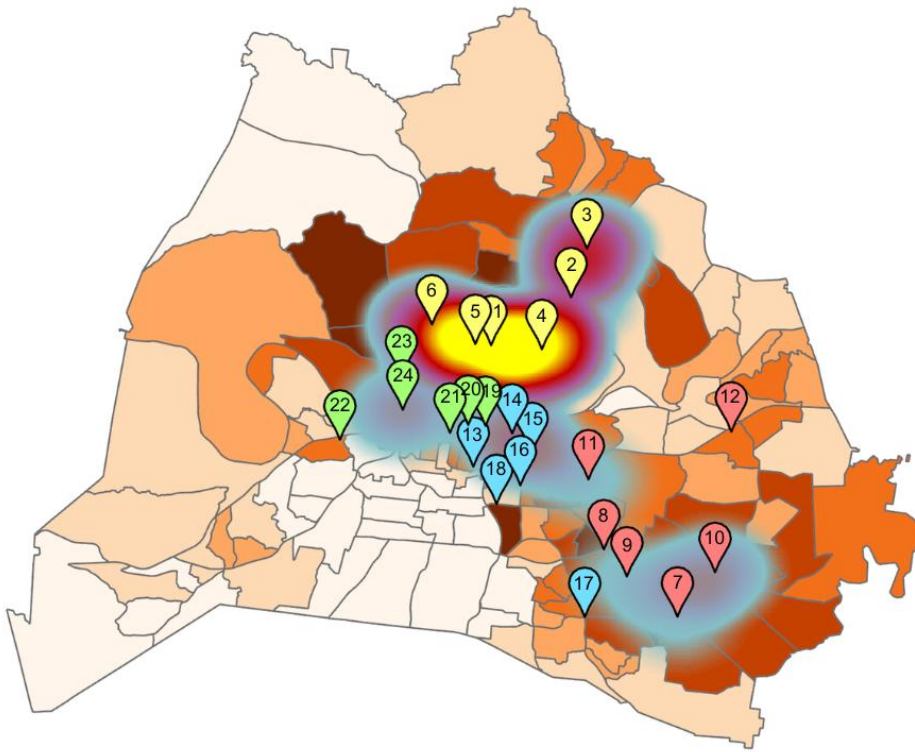
LPR Arrests
Heatmap

Arrests



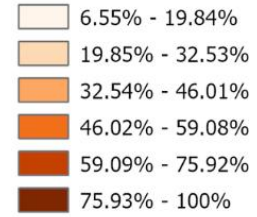
LPR	Identifier	Quadrant	Time Point	Arrests
Dickerson Pk & Trinity Ln	1	A	3 Months	5
Gallatin Pk & Briley Pkwy East	2	A	3 Months	2
Gallatin Pk & Old Hickory Bv / St Rt 45	3	A	3 Months	5
Gallatin Pk & E Trinity Ln	4	A	3 Months	10
W Trinity Ln & Brick Church Pk	5	A	3 Months	6
Whites Creek Pk & Moormans Arm Rd	6	A	3 Months	5
Bell Rd & I-24 Westbound Entrance ramp	7	B	3 Months	1
Harding Pl & I-24 Eastbound Entrance ramp	8	B	3 Months	0
Haywood Ln & I-24 Westbound Entrance ramp	9	B	3 Months	1
Murfreesboro Pk & Bell Rd	10	B	3 Months	2
Murfreesboro Pk & Thompson Ln	11	B	3 Months	1
Stewarts Ferry & I40 Eastbound Entrance ramp	12	B	3 Months	0
8th Ave S & Wedgewood Av	13	C	3 Months	0
Hermitage Ave & Fairfield Av	14	C	3 Months	2
Murfreesboro Pk & Fesslers Ln	15	C	3 Months	1
Nolensville Pk & I440 Westbound	16	C	3 Months	0
Old Hickory Bv & Nolensville Pk	17	C	3 Months	0
Thompson Ln & 100 Oaks	18	C	3 Months	0
1st Av S & Korean Veterans Bv	19	D	3 Months	0
Broadway & Rosa Parks Bv / 8th Av S	20	D	3 Months	0
Broadway & West End Av & 16th Av	21	D	3 Months	0
Charlotte Pk & Whitebridge Pk	22	D	3 Months	0
Clarksville Pk & Rosa Parks Bv / Ed Temple Bv	23	D	3 Months	0
Jefferson St / John Merritt Bv & Ed Temple Bv / 28th Av N	24	D	3 Months	2

Nashville LPR 'Arrests' Heatmaps by Race and Poverty



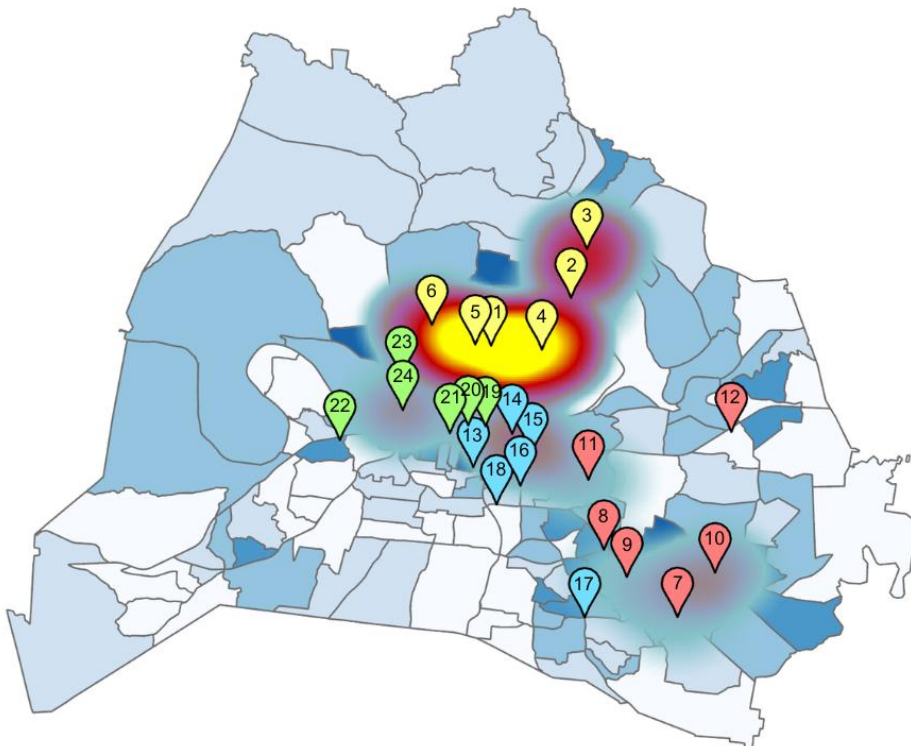
Non-White Percentage

Non-White Percentage of Population



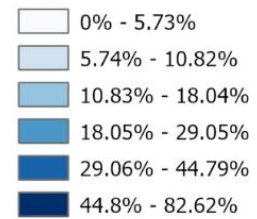
LPRs

Quadrant



Poverty Percentage

Poverty Percentage of Population

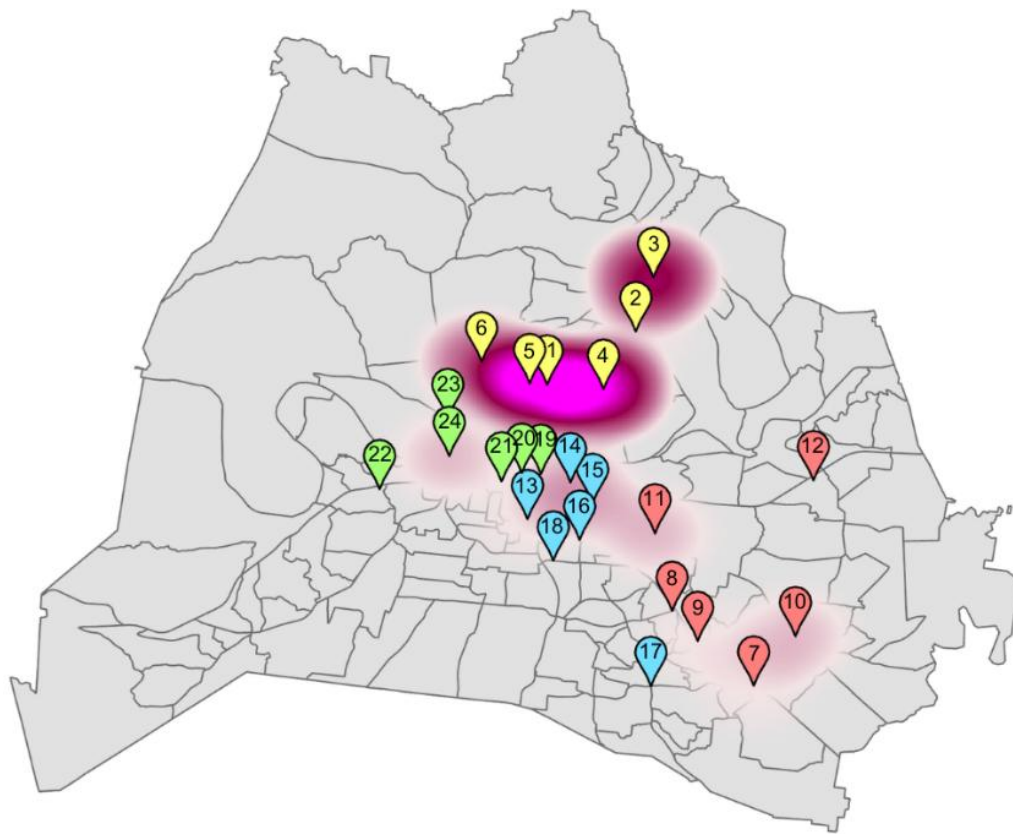


LPR Arrests Heatmap

Arrests



Nashville License Plate Reader 'Vehicle Recoveries' Heatmap



Legend

LPRs

Quadrant



A



B



C



D

LPR Recoveries
Heatmap

Vehicle Recoveries



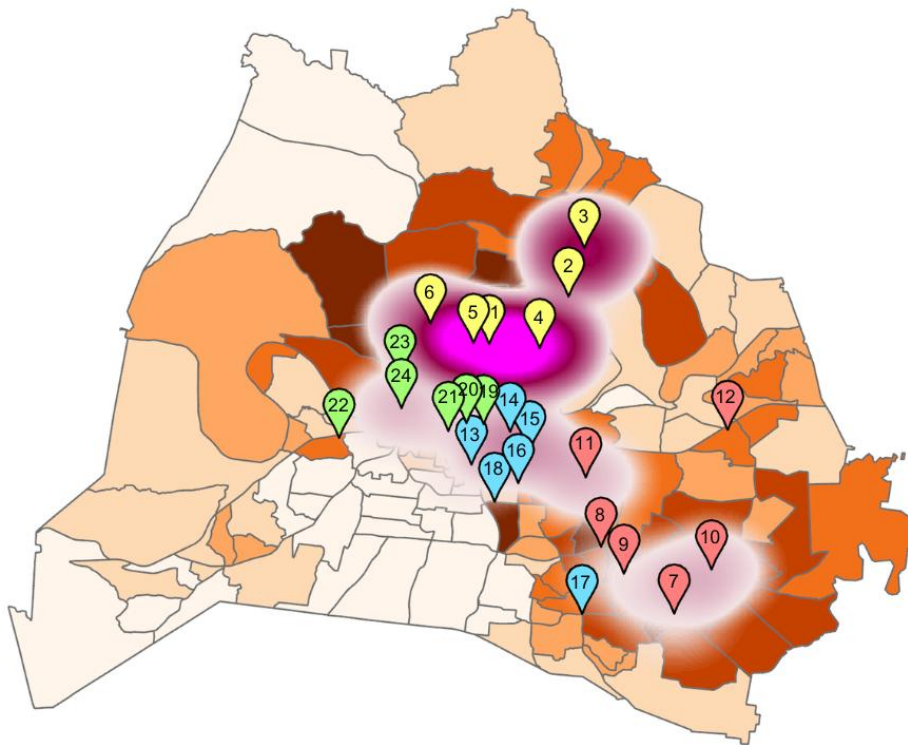
Sparse



Dense

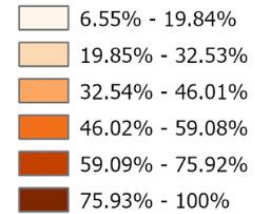
LPR	ID	Quadrant	Time Point	Vehicle Recoveries
Dickerson Pk & Trinity Ln	1	A	3 Months	7
Gallatin Pk & Briley Pkwy East	2	A	3 Months	1
Gallatin Pk & Old Hickory Bv / St Rt 45	3	A	3 Months	8
Gallatin Pk & E Trinity Ln	4	A	3 Months	11
W Trinity Ln & Brick Church Pk	5	A	3 Months	6
Whites Creek Pk & Moormans Arm Rd	6	A	3 Months	5
Bell Rd & I-24 Westbound Entrance ramp	7	B	3 Months	1
Harding Pl & I-24 Eastbound Entrance ramp	8	B	3 Months	0
Haywood Ln & I-24 Westbound Entrance ramp	9	B	3 Months	1
Murfreesboro Pk & Bell Rd	10	B	3 Months	2
Murfreesboro Pk & Thompson Ln	11	B	3 Months	2
Stewarts Ferry & I40 Eastbound Entrance ramp	12	B	3 Months	0
8th Ave S & Wedgewood Av	13	C	3 Months	1
Hermitage Ave & Fairfield Av	14	C	3 Months	2
Murfreesboro Pk & Fesslers Ln	15	C	3 Months	1
Nolensville Pk & I440 Westbound	16	C	3 Months	0
Old Hickory Bv & Nolensville Pk	17	C	3 Months	0
Thompson Ln & 100 Oaks	18	C	3 Months	0
1st Av S & Korean Veterans Bv	19	D	3 Months	0
Broadway & Rosa Parks Bv / 8th Av S	20	D	3 Months	0
Broadway & West End Av & 16th Av	21	D	3 Months	0
Charlotte Pk & Whitebridge Pk	22	D	3 Months	0
Clarksville Pk & Rosa Parks Bv / Ed Temple Bv	23	D	3 Months	0
Jefferson St / John Merritt Bv & Ed Temple Bv / 28th Av N	24	D	3 Months	2

Nashville LPR 'Vehicle Recoveries' Heatmaps by Race and Poverty



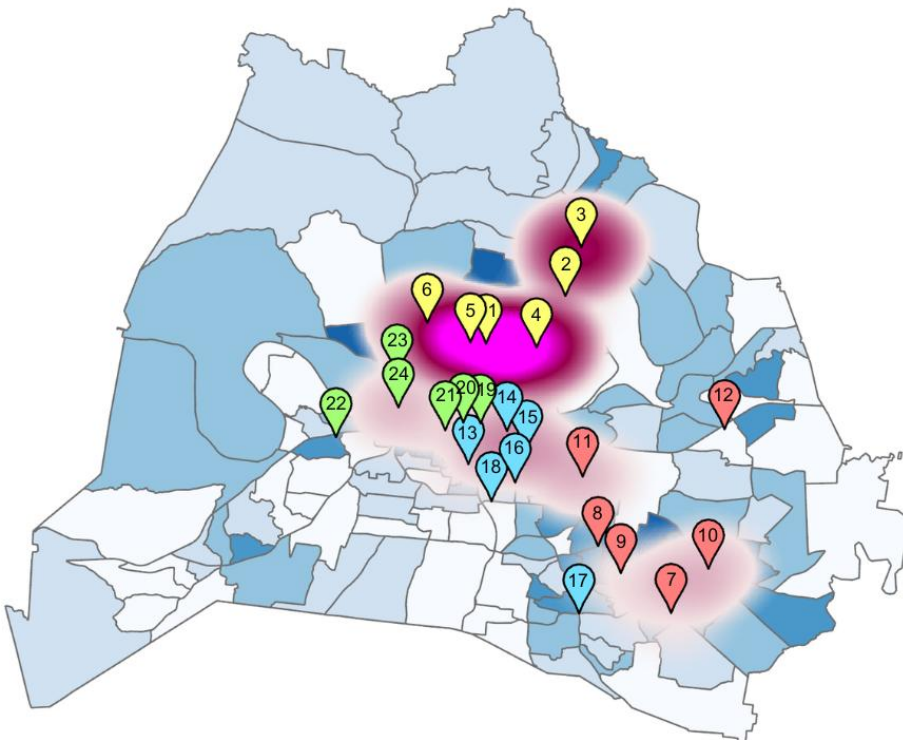
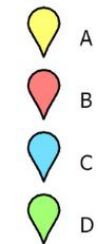
Non-White Percentage

Non-White Percentage of Population



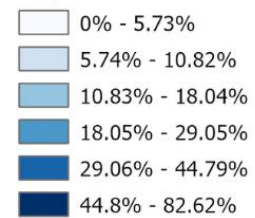
LPRs

Quadrant



Poverty Percentage

Poverty Percentage of Population

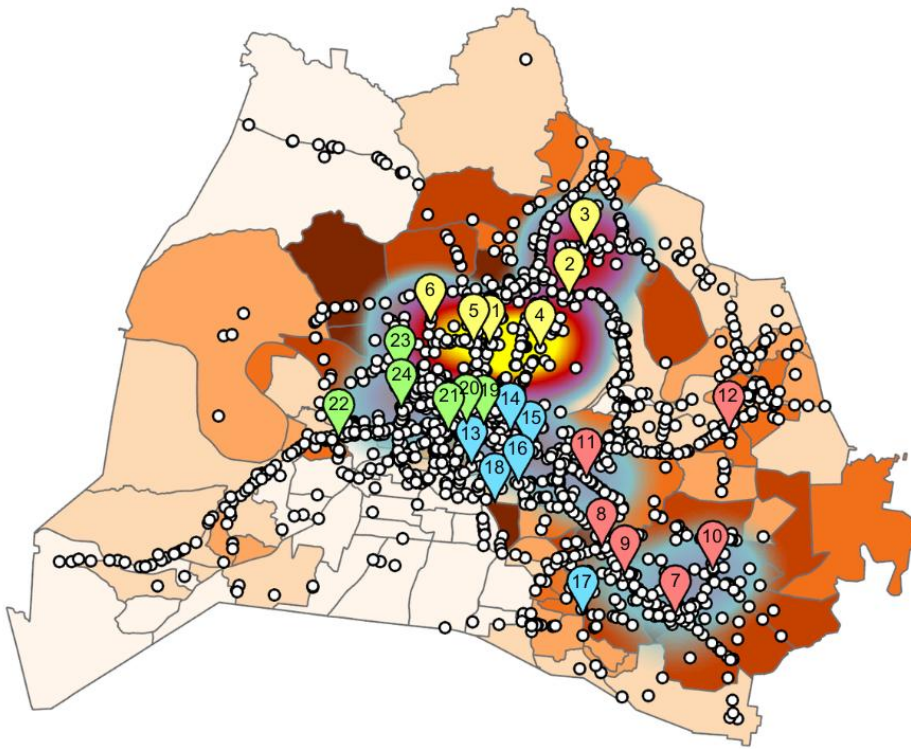


LPR Recoveries Heatmap

Vehicle Recoveries

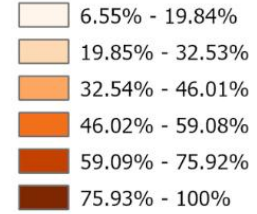


MNPD Vehicle Stops vs LPR 'Vehicle Stops' by Race and Poverty



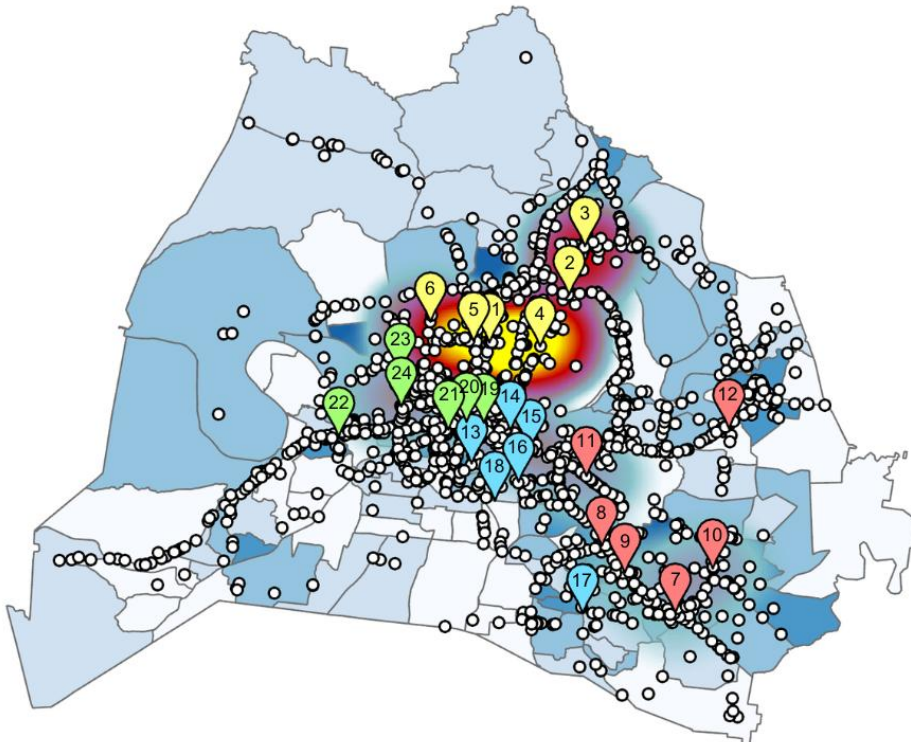
Non-White
Percentage

Non-White
Percentage of
Population



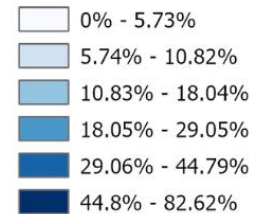
LPRs

Quadrant



Poverty Percentage

Poverty Percentage of
Population



LPR Stops
Heatmap

Vehicle Stops



MNPD Vehicle
Stops

○ MNPD Vehicle Stops

LPR	ID	Quadrant	Time Point	Verified Hits	Vehic. Stops	Driver or Vehic. Searches	Arrests	Vehic. Recoveries
Dickerson Pk & Trinity Ln	1	A	3 Months	90	5	5	5	7
Gallatin Pk & Briley Pkwy East	2	A	3 Months	22	3	2	2	1
Gallatin Pk & Old Hickory Bv / St Rt 45	3	A	3 Months	82	7	6	5	8
Gallatin Pk & E Trinity Ln	4	A	3 Months	59	13	11	10	11
W Trinity Ln & Brick Church Pk	5	A	3 Months	41	7	6	6	6
Whites Creek Pk & Moormans Arm Rd	6	A	3 Months	37	5	4	5	5
Bell Rd & I-24 Westbound Entrance ramp	7	B	3 Months	45	1	1	1	1
Harding Pl & I-24 Eastbound Entrance ramp	8	B	3 Months	30	0	0	0	0
Haywood Ln & I-24 Westbound Entrance ramp	9	B	3 Months	21	1	1	1	1
Murfreesboro Pk & Bell Rd	10	B	3 Months	68	2	2	2	2
Murfreesboro Pk & Thompson Ln	11	B	3 Months	42	2	1	1	2
Stewarts Ferry & I40 Eastbound Entrance ramp	12	B	3 Months	43	0	0	0	0
8th Ave S & Wedgewood Av	13	C	3 Months	34	0	0	0	1
Hermitage Ave & Fairfield Av	14	C	3 Months	17	2	2	2	2
Murfreesboro Pk & Fesslers Ln	15	C	3 Months	25	1	1	1	1
Nolensville Pk & I440 Westbound	16	C	3 Months	18	0	0	0	0
Old Hickory Bv & Nolensville Pk	17	C	3 Months	13	0	0	0	0
Thompson Ln & 100 Oaks	18	C	3 Months	3	0	0	0	0
1st Av S & Korean Veterans Bv	19	D	3 Months	2	0	0	0	0
Broadway & Rosa Parks Bv / 8th Av S	20	D	3 Months	5	0	0	0	0
Broadway & West End Av & 16th Av	21	D	3 Months	3	0	0	0	0
Charlotte Pk & Whitebridge Pk	22	D	3 Months	0	0	0	0	0
Clarksville Pk & Rosa Parks Bv / Ed Temple Bv	23	D	3 Months	5	1	0	0	0
Jefferson St / John Merritt Bv & Ed Temple Bv / 28th Av N	24	D	3 Months	14	2	2	2	2