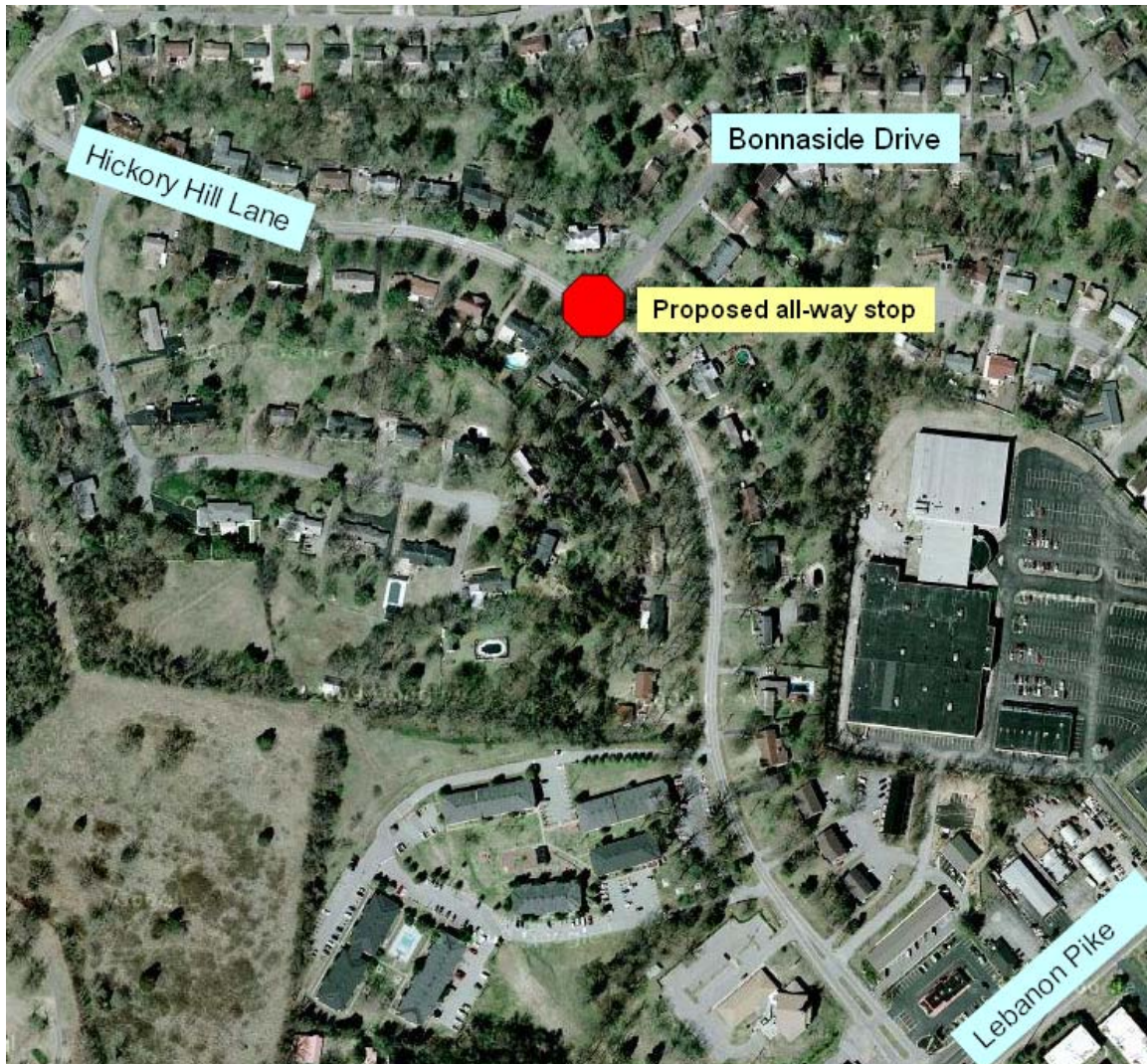


**TRAFFIC ENGINEERING STAFF REPORT FOR  
THE TRAFFIC AND PARKING COMMISSION**

**OLD BUSINESS ITEM #1**

Appeal denial of an All-Way Stop request for Bonnaside Drive at Hickory Hill Lane.



**DISCUSSION**

Bonnaside Drive and Hickory Hill Lane are local streets, of which form a T-type intersection, and is located in the Hermitage community of eastern Davidson County. Bonnaside Drive is the “stem” of this intersection, and presently stops at Hickory Hill Lane. Both streets are posted at 30 MPH, and have low traffic volumes.

This request was initiated because of safety concerns during school arrival/dismissal times. The school closest to this intersection is Hermitage Elementary School, which is located several blocks away. This location is not within a designated School Zone.

Sight distance for all stopped motorists on Bonnaside Drive exceeded the desired minimum of 300 feet, looking into either direction of Hickory Hill Lane. Accident history taken from this location produced no reported accidents, concluding that the intersection has maintained an excellent safety record. In addition, field observations taken from this location during school dismissal times did not indicate any unusual hazard, and virtually no pedestrian activity.

All-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 disregard the stop signs, because the need for a stop is not evident. Also, there is a tendency to make up for perceived time lost in stopping, actually resulting in higher overall speeds. This low-volume intersection does not meet the minimum vehicular threshold and, has a pristine safety record. Therefore, an All-Way Stop is not required or justified for safe and efficient control of this intersection.

#### **INTERSECTION DATA**

- Bonnaside Drive 24-hour volume = 323 vehicles per day (vpd)
- Hickory Hill Lane (west) 24-hr vol/speed = 1188 vpd; 39 mph
- Hickory Hill Lane (east) 24-hr vol/speed = 625 vpd; 35 mph
- Sight distance: Intersection meets the recommended standard of 300 feet for 30 mph roadway
- No accidents were reported at the intersection since 01/01/2008 through 09/30/2009

#### **STAFF RECOMMENDATION**

Deny appeal based on lack of justification for stopping vehicles on Bonnaside Drive. Right of way is properly controlled via a stop on Bonnaside Drive

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

**OLD BUSINESS ITEM #2**

Appeal denial of "No Parking" signs on various locations in the Ransom Place Subdivision.

**DISCUSSION**

This request contains allegations that narrow streets are the basis of the appeal. Investigation of the area revealed that there is no engineering justification for the prohibition of parking. In such cases, it is staff policy to require a petition that requires seventy-five percent (75%) agreement of the property owners in the Ransom Place Subdivision, to prohibit parking. The streets in the Ransom Place Subdivision are low-volume local streets in a single-family residential neighborhood north of Ransom Place and west of Murfreesboro Pike. The narrowest streets that are requesting "No Parking" signs in the subdivision are 26 feet wide. Parking is allowed for all residents and visitors in the Ransom Place Subdivision. At a community meeting attended by Public Works staff, the residents indicated that they would like to prohibit parking at specific locations in the neighborhood – as opposed to throughout the neighborhood. After investigating the locations and determining that the existing width is adequate for on-street parking, the request for No Parking conditions was denied pending receipt of the petition.

**RECOMMENDATION**

Deny appeal based on lack of 75% petition per policy.



*REQUESTED LOCATIONS IN THE RANSOM PLACE SUBDIVISION FOR "NO PARKING" SIGNS.*

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

**NEW BUSINESS ITEM # 1 - Proposal #2009M-009AB-001**

Request to abandon a portion of Brighton Rd. between Montgomery Bell Ave. and Wilson Blvd.

Requested By: Montgomery Bell Academy (Council Member Jason Holleman, District 24)

**STAFF RECOMMENDATION**

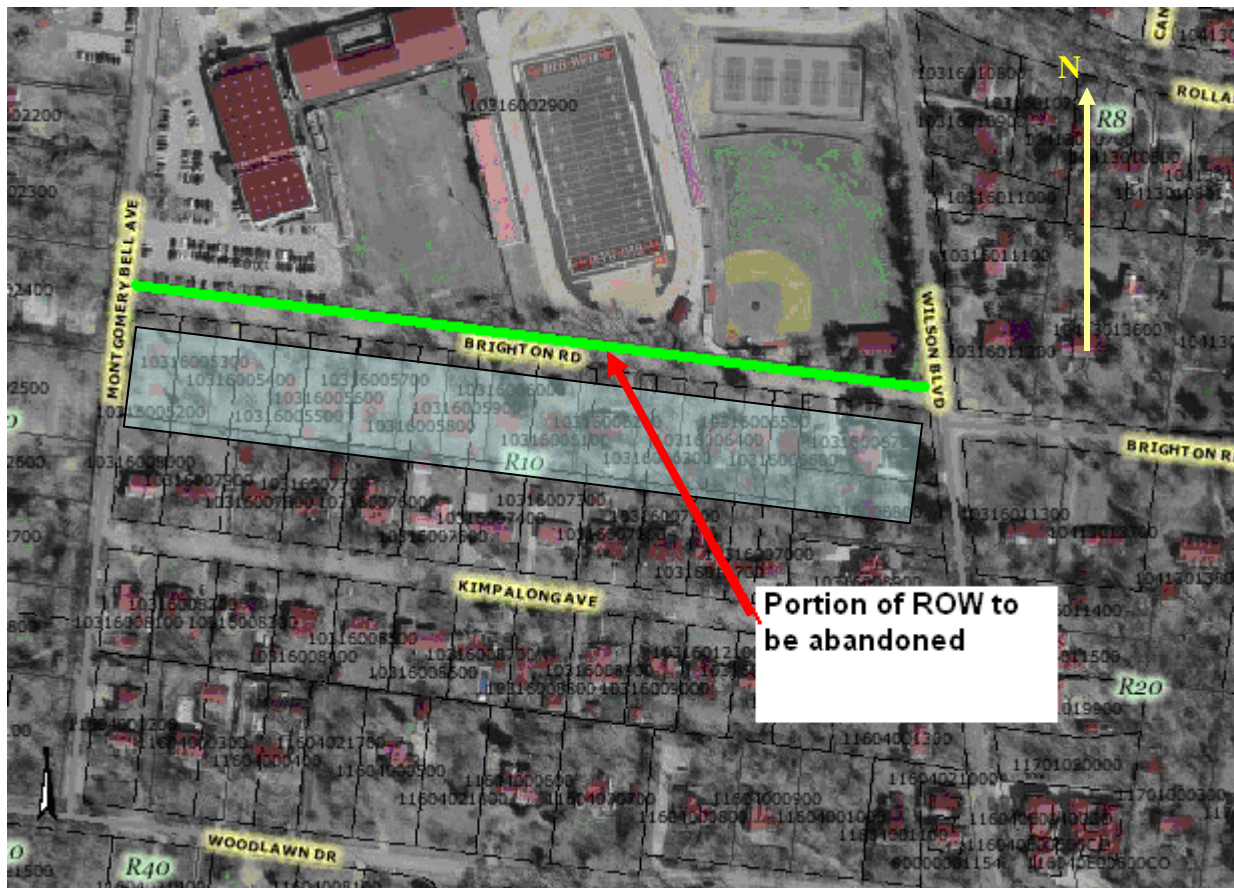
The staff is recommending approval.

**DISCUSSION**

The road is paved and is currently used as a Metro street. Metro Public Works has no plans to utilize this land for traffic purposes once the street is abandoned. Montgomery Bell Academy (MBA) owns the properties on the north and south side of Brighton Road.

**COUNCIL BILL STATUS**

A Council Bill has not been filed for the January 5, 2010 Metro Council meeting date. The Planning Commission administratively approved this mandatory referral on December 21, 2009.



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

**New Business Item #3:**

**ORDINANCE NO. BL2009-601**

**An Ordinance amending Section 12.40.070 of the Metropolitan Code to allow parking on both sides of certain narrow streets in the Old Hickory area.**

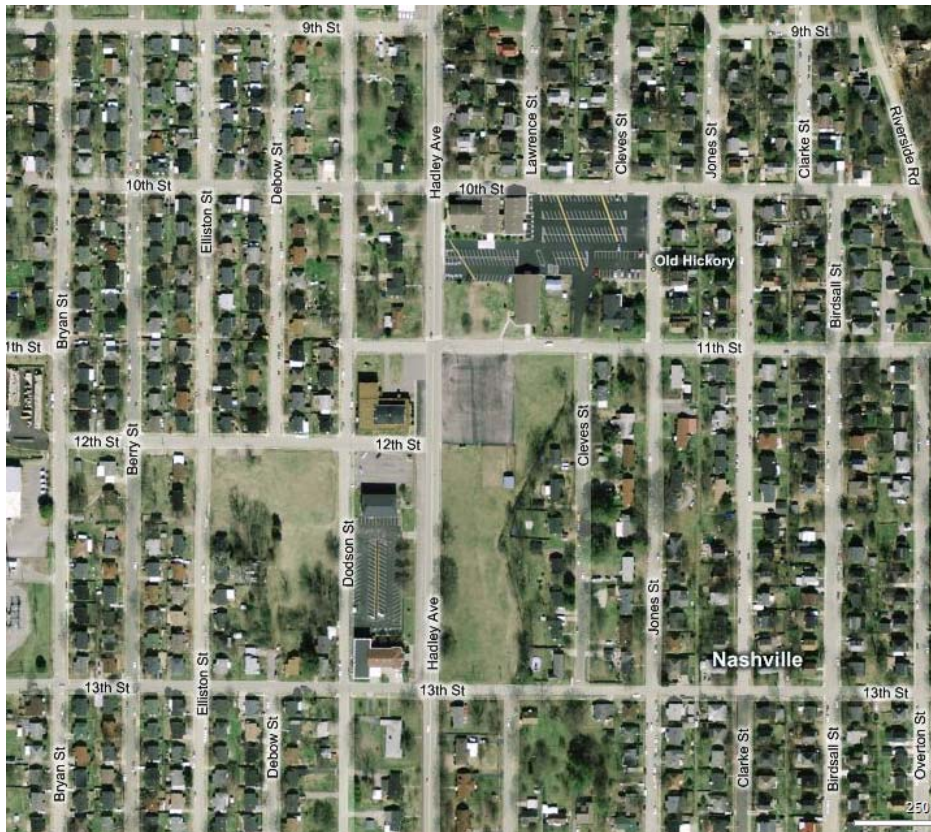
**(copy of ordinance is attached)**

**Staff Recommendation: Disapprove**

Discussion: The streets specified in the Ordinance are low volume roadways varying in width from 18' to 35'. Currently, motorists park on both sides of the roadway – mostly facing in the direction of traffic. The ordinance would allow motorists to park on either side of the street facing either direction provided they have a valid handicapped parking placard.

The justification for the disapproval is based on the current state law prohibiting parking in this manner....T.C.A. 55-8-161(a) provides that "[e]xcept as otherwise provided in this section, every vehicle stopped or parked upon a roadway where there are adjacent curbs shall be so stopped or parked with the right-hand wheels of the vehicle parallel to and within eighteen inches (18") of the right-hand curb."

There is no authority then provided to allow the municipality to permit parking with the left wheels to the curb, except if on a one-way roadway (T.C.A. 55-18-161(b)). Additionally, there is no exception for disabled drivers to park facing the wrong way. Therefore, if the cars are allowed to park facing the wrong direction and not on a one-way road, the ordinance would contradict state law and not be upheld.



**ORDINANCE NO. BL2009-601**

**An Ordinance amending Section 12.40.070 of the Metropolitan Code to allow parking on both sides of certain narrow streets in the Old Hickory area.**

BE IT ENACTED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. That Section 12.40.070 of the Metropolitan Code shall be and the same is hereby amended by adding the following provision at the end of subsection A.:

"A. Notwithstanding the foregoing provision to the contrary, persons with a valid disabled driver license plate or placard issued pursuant to Tennessee Code Annotated § 55-21-101, et seq., that is visibly displayed on or in the vehicle shall be entitled to park on both sides of the following streets, in either direction on the street:

1. Berry Street
2. Birdsall Street
3. Bryan Street
4. Clarke Street
5. Cleves Street
6. Debow Street
7. Dodson Street
8. Elliston Street
9. Jones Street
10. Lawrence Street
11. Overton Street"

Section 2. This Ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

Sponsored by: Darren Jernigan

<b>LEGISLATIVE HISTORY</b>	
Introduced:	December 1, 2009
Passed First Reading:	
Referred to:	Traffic & Parking Commission Traffic & Parking Committee
Passed Second Reading:	
Passed Third Reading:	
Approved:	
By:	

TRAFFIC ENGINEERING STAFF REPORT FOR  
THE TRAFFIC AND PARKING COMMISSION

Appeal Item #1:

**All-way stop at the intersection of Eastland Avenue and Porter Avenue**

Discussion: Eastland Avenue and Porter Avenue intersect to form a skewed "T" intersection. Currently, the intersection is controlled with a stop sign on the east approach of Eastland Avenue. The traffic volumes indicate that the majority of the vehicles travel south bound Porter Av to west bound Eastland and the directional opposite movement of east bound Eastland Av to north bound Porter Av.

The configuration and traffic volumes do not support the installation of an all-way stop. If installed. An all-way stop could cause traffic to back up on Eastland Av and/or Porter Av a significant amount.



*Eastland Avenue at Porter Avenue speed and volume data*

The accident history indicates that the intersection is operating safely under the current traffic control configuration. The installation of an all-way stop would cause an additional 7500+ stops per day.

**Staff recommendation: remain as is (stop on east approach of Eastland Av)**