

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

(March 9, 2009)

APPEAL ITEM #1

Appeal denial of a traffic signal at the intersection of Dickerson Pike (North 1st Street) at Hancock Street.



Users of Hancock Street can access the traffic signal at Dickerson Pike and Cleveland Street

STAFF RECOMMENDATION

Deny appeal.

DISCUSSION

Dickerson Pike is a major urban arterial street that intersects with Hancock Street, a very low volume residential street in a single-family residential neighborhood east of Dickerson Pike (North 1st Street). This intersection is currently controlled by a stop sign on Hancock Street. The minimum sight distance for a stop control with a 40 mph speed limit is 400 feet. The available sight distance for motorists stopped on Hancock Street meets this standard. The accident history obtained for Dickerson Pike (North 1st Street) and Hancock Street indicated six accidents were reported at this intersection within the last three years.

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

Meeting date January 12, 2009 - deferred
Meeting date February 9, 2009 - deferred
Meeting date March 9, 2009

Old Business Item #1

Request to authorize parking in the bike lane on the south side of Douglas Avenue between Meridian Street and Alley #344.



STAFF RECOMMENDATION

Allow parking with day and time restrictions.

DISCUSSION

Douglas Avenue is a collector street east of Dickerson Pike. The property and business owners have requested parking on Douglas Avenue in front of their businesses on the south side the street between Meridian Street and Alley #344. However, there is a bike lane in front of the businesses and no signs to allow parking in this area. The vehicles that park on Douglas Avenue would be in violation of Ordinance Number BL2008-307. Discussions with the business owners indicate that there is a need for parking for their customers. There is a (4) space parking lot off of Meridian Street, however it is often occupied creating the need for on street parking. Until the recent passing of Ordinance BL-2008-307, vehicles were allowed to park in front of these businesses. Therefore, we recommend that parking be allowed during business hours on the south side of Douglas Avenue in the 300 block area. The days and times recommended are 8:30am-9pm, Monday-Saturday and 10am-7pm, Sunday.



Update (2/2/2009):

Further investigation of off site parking conditions indicates that there is on street parking allowed on Meridian Street (south). However, the closest parking, if unoccupied, is approximately 200' away from the east most business (Brother Z's). At the January 12, 2009 Traffic and Parking Commission meeting, there was an inquiry about perhaps customers parking at Kipp Academy and walking to the business area. The closest parking area at Kipp Academy to the east most business is approximately 400' away.

A discussion of this matter at a community meeting is planned for Thursday February 5, 2009. The comments from that meeting will be presented to the Traffic and Parking Commission members at the upcoming February 9, 2009 Traffic and Parking Commission meeting.

Update (2/26/2009):

According to comments heard at the February 9th Traffic and Parking Commission meeting, the community meeting scheduled for February 5th (mentioned above) did not take place. However, a community meeting may have taken place later in the month. The results will be presented at the March 9, 2009 Traffic and Parking Commission meeting.

Also, at the February 9, 2009 Traffic and Parking Commission meeting, The Bicycle and Pedestrian Advisory Committee (BPAC) requested a deferral on a decision from the Commission so as to allow for the Committee to meet and discuss the situation on Douglas Av. The Committee met on February 17th and has prepared a

recommendation for the Traffic and Parking Commission. The recommendation will be presented by a representative from BPAC at the March 9, 2009 Commission meeting.

The Committee recommends allowing parking along Douglas Ave in the area east of Meridian Street (as noted) with the following items to accompany the allowance:

- Convert the existing bike lane to a shared use lane.
- Lower the speed limit from 30 mph to 20 mph
- Note this allowance as an exceptional circumstance

Metro Public Works Traffic Engineering staff has reviewed this recommendation and is in agreement to convert the existing bike lane to a shared use condition. However, it is not recommended that the speed limit be lowered at this time. Any changes to speed limits should be supported by an engineering study. In addition, Douglas Avenue is a collector roadway and should not have a speed limit less than 30 mph - with the exception of active school zones. It should be noted that other shared use routes do not have speed limits less than 30 mph.

This case, like all cases presented to the Traffic and Parking Commission, is unique and is investigated and considered on a case-by-case basis.

ORDINANCE NO. BL2008-307

An ordinance amending Chapters 12.40 and 12.60 of the Metropolitan Code to prohibit the parking of motor vehicles within bicycle lanes.

Section 1. That Section 12.40.040 of the Metropolitan Code is hereby amended by adding the following new subsection E:

"E. Notwithstanding the general signage requirements of section 12.40.020 of this chapter to the contrary, no person shall stop, stand or park a motor vehicle within any bicycle lane unless the metropolitan traffic and parking commission has determined that parking within the bicycle lane in specific locations is appropriate during certain hours and signs have been erected in the designated area(s) to that effect. The owner of any motor vehicle found in violation of this subsection shall be subject to a fine in the amount of fifty dollars, which shall be assessed by the issuance of a parking citation."

Section 2. That Section 12.60.135 of the Metropolitan Code is hereby amended by deleting subsection B. in its entirety and substituting in lieu thereof the following new subsection B.:

"B. Motor vehicles should not be parked, stopped or left standing in bicycle lanes unless the metropolitan traffic and parking commission has determined that parking within the bicycle lane in specific locations is appropriate during certain hours and signs have been erected in the designated area(s) to that effect."

Section 3. This Ordinance shall take effect from and after its enactment, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

TRAFFIC ENGINEERING STAFF REPORT FOR THE TRAFFIC AND PARKING COMMISSION

APPEAL ITEM #2

Appeal denial of a Speed Limit Reduction from 40 MPH to 30 MPH on Cheyenne Boulevard.

STAFF RECOMMENDATION

Deny appeal.

DISCUSSION

Cheyenne Boulevard is a designated collector road that begins at Neelys bend Road and ends at Sandhurst Drive. It is approximately 1 ½ miles long, has one lane per direction of travel, plus a two-way left turn lane. It consists mostly of single and multi-family residences, and is posted at 40 MPH.

Collector streets are intended to carry traffic to and from smaller, less traveled streets. They are designed to accommodate heavier traffic volumes and in many cases, at a higher speed limit, in order to achieve optimum traffic flow efficiency. Recent vehicle speed observations taken at this location indicate that the 85th percentile speed on Cheyenne Boulevard is 44 mph. Per the Manual on Uniform Traffic Control Devices (MUTCD) guidelines, the posted speed limit should be within 5 mph of the 85th percentile speed of users. This road is adequately signed with appropriate advisory warning signs, where applicable. In addition, data obtained from the Metro Police Department concludes that this street has maintained a good safety record. It should be noted that, in addition to any posted warning signs, motorists must also adhere to certain conditions, such as inclement weather; of which might require them to drive a bit slower. As a result, Cheyenne Boulevard has been determined to operate safely and efficiently. Therefore, the existing posted speed limit of 40 MPH is recommended to remain, as is.





Hancock Street intersects with Dickerson Pike to form a "T" intersection

A traffic signal should not be installed unless an engineering study indicates that a signal would improve the overall safety or efficiency of the intersection. A crash history during the period from December 2005 through December 2008 revealed three crashes of a type that may be reduced by signal control. According to the national guidelines, an average of 5 such crashes per year may indicate the need for a signal. Since traffic signals often result in an increase in other types of crashes, especially the rear end type, the total crash rate at this location might actually increase with a signal.

A traffic signal may also be considered where traffic on the principal street is so heavy that minor street traffic suffers excessive delay or conflict in entering or crossing the intersection. To meet this requirement, there should be a volume of at least 75 vehicles per hour, sustained over a period of eight hours, attempting to enter from the side street. Since the highest recorded peak hour (24-hour machine traffic count) was only 73 vehicles exiting Hancock Street onto Dickerson Pike (North 1st Street), the traffic volume level was not met on Hancock Street for any of the required eight hours per day.

It should be noted that Hancock Street users have access to the traffic signal at Dickerson Pike and Cleveland Street - approximately 1000' to the north.

Based on the good safety record and the relatively low traffic volume on the Hancock Street, a traffic signal is not recommended at this intersection.

INTERSECTION DATA

Dickerson Pike (North 1st Street) 24-hour volume = 17,447 (95%)

Hancock Street 24-hour volume = 851 (5%)

Sight distance: Meets recommended standard of 400 feet for 40 mph roadway

Accidents correctable by a traffic signal= 3 since 12/01/2005 through 12/31/2008