



## Legislation Details (With Text)

**File #:** 17-0249      **Version:** 1      **Name:**  
**Type:** Report      **Status:** In Committee  
**File created:** 3/21/2017      **In control:** Work Session  
**On agenda:** 4/11/2017      **Final action:**  
**Title:** Discussion Concerning Parking on Turning Wheel Lane (referred from 3/30/17 CIC)  
**Sponsors:** Paul Holzen, Jonathan Marston  
**Indexes:**  
**Code sections:**  
**Attachments:** 1. TURNING WHEEL LANE BOMA EXHIBIT3

Date	Ver.	Action By	Action	Result
4/11/2017	1	Work Session	acknowledged	
3/30/2017	1	Capital Investment Committee	referred	Pass

**DATE:** March 21, 2017

**TO:** Board of Mayor and Aldermen

**FROM:** Eric Stuckey, City Administrator  
Paul Holzen, Director of Engineering  
Jonathan Marston, Assistant Director of Engineering

**SUBJECT:**  
Discussion Concerning Parking on Turning Wheel Lane (referred from 3/30/17 CIC)

### **Purpose**

The purpose of this memo is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning parking on Turning Wheel Lane.

### **Background**

The lack of parking on Turning Wheel Lane has raised some concerns within the McKay's Mill Subdivision. Ordinance 2004-74 was approved in July of 2004. This ordinance allowed parking within the bike lane on the following roads: on Liberty Pike from its intersection with Turning Wheel Lane to its intersection with Waverly Place, on Market Street from its intersection with Liberty Pike to its intersection with Clovercroft Road and on Oxford Glen Drive from its intersection with Liberty Pike to its intersection with Clovercroft Road. It should be noted that an allowance for parking within the bike lane on Turning Wheel Lane is not currently listed in Municipal Code. Staff is proposing three options as shown on Attachment A.

### **Financial Impact**

Option 1 - \$180,000 (Estimated Construction Cost)

Option 2 - \$140,000 (Estimated Construction Cost)

Option 3 - \$2,100 (Estimated Construction Cost)

**Recommendation**

Staff is seeking direction from the Board on how to proceed with this issue. At a minimum we should move forward with Option 3 and amend Municipal Code to allow parking within the bicycle lanes on Turning Wheel Lane. Parking shall be restricted at the intersection to ensure adequate sight distance. In addition, we are investigating sight distance at all intersections on Liberty Pike, Market Street and Oxford Glen Drive.