

## Legislation Details (With Text)

**File #:** 18-0990      **Version:** 1      **Name:**

**Type:** Ordinance      **Status:** Consent Agenda

**File created:** 9/20/2018      **In control:** Board of Mayor & Aldermen

**On agenda:** 2/12/2019      **Final action:** 2/12/2019

**Title:** Consideration of Ordinance 2018-40, "An Ordinance to Establish No Parking Zones and to Approve a Signage and Pavement Marking Plan for Church Street". (Deferred from the 9/27/2018 CIC; 10/25/18 CIC voted 3-0 to refer this item to the 11/13 WS; deferred from 11-13-18 WS, 11-27-18 WS, 12-11-18 WS; 01/08/19 WS; 1/22/19 BOMA 1st Reading 8-0). SECOND AND FINAL READING

**Sponsors:** Paul Holzen, Jonathan Marston

**Indexes:**

**Code sections:**

**Attachments:** 1. All Public Comments.pdf, 2. Exhibit Comments 2018-40f.pdf, 3. ORD 2018-40 Church Street No Parking\_with Exhibit\_Law Approved 2.pdf

Date	Ver.	Action By	Action	Result
2/12/2019	1	Board of Mayor & Aldermen	approved	Pass
1/22/2019	1	Board of Mayor & Aldermen	referred as a Consent Item	
1/8/2019	1	Work Session	referred as a Consent Item	
12/11/2018	1	Work Session	referred	
11/27/2018	1	Work Session	referred	
11/13/2018	1	Work Session	referred	
10/25/2018	1	Capital Investment Committee	referred	Pass
9/27/2018	1	Capital Investment Committee	referred	

**DATE:** July 20, 2018

**TO:** Board of Mayor and Aldermen

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

**SUBJECT:** Consideration of Ordinance 2018-40, "An Ordinance to Establish No Parking Zones and to Approve a Signage and Pavement Marking Plan for Church Street". (Deferred from the 9/27/2018 CIC; 10/25/18 CIC voted 3-0 to refer this item to the 11/13 WS; deferred from 11-13-18 WS, 11-27-18 WS, 12-11-18 WS; 01/08/19 WS; 1/22/19 BOMA 1<sup>st</sup> Reading 8-0). SECOND AND FINAL READING

### Purpose

The purpose of this memo is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning Ordinance 2018-40.

### **Background**

As part of the downtown parking study, staff developed a pavement marking and signage plan for Church Street. The attached pavement marking and signage plan proposes the following three (3) major changes to Church Street:

- The intersection of Cummins Street and Church Street is currently configured with stop control on the Cummins Street approach only. The sight distance from Cummins Street onto Church Street does not meet the minimum requirements as published in both the City of Franklin *Transportation & Street Technical Standards* and the American Association of State Highway and Transportation Officials' *A Policy on Geometric Design of highway and Streets* (Green Book). Staff is proposing to eliminate all parking on Church Street between Columbia Ave and 5<sup>th</sup> Ave. South. Five (5) year crash history show eight (8) accidents with six (6) associated with sight distance, one (1) associated with parking to close to an intersection and one (1) rear end.
- Church Street, between 5<sup>th</sup> Ave. South and 4<sup>th</sup> Ave. South, varies in width from 34.5' to 30'. Church Street, between 5<sup>th</sup> Ave. South and 4<sup>th</sup> Ave. South, currently has one (1) travel lane in each direction and parallel parking on both sides of the street. This section of Church street also functions as the State Route (SR) for SR-96 and US-31 and is a primary route for local delivery trucks. The minimum acceptable width that would be recommended by Engineering is 38' for this type of a roadway. Staff proposes to prohibit parking on the south side of Church Street between 5<sup>th</sup> Ave. South and 4<sup>th</sup> Ave South. Five (5) year crash history shows nine (9) crashes with seven (7) associated with substandard roadway width and two (2) rear ends.
- Pavement marking on Church Street, between 4<sup>th</sup> Ave. South and 3<sup>rd</sup> Ave. South, need to be modified. Staff recommends eliminating 2 parking stalls at the NW corner of 3<sup>rd</sup> Ave South and Church Street. Five (5) year crash history shows five (5) crashes with four (4) associated substandard street width and one (1) parking accident.

### **Financial Impact**

The cost associated with this change is under \$10,000 and would be paid for out of the Street Department's annual budget.

### **Recommendation**

Staff recommends approval of Ordinance 2018-40.