



Legislation Text

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

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 1st 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 5th 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 5th Ave. South and 4th Ave. South, varies in width from 34.5' to 30'. Church Street, between 5th Ave. South and 4th 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 5th Ave. South and 4th 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 4th Ave. South and 3rd Ave. South, need to be modified. Staff recommends eliminating 2 parking stalls at the NW corner of 3rd 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.