



Legislation Text

File #: 18-0991, **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 2018-41, "An Ordinance to Revise the Traffic Flow, Pavement Markings, and Signage on Cummins Street between Church Street and 5th Avenue South". (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 2018-41.

Background

On May 25, 2016, the City of Franklin received a petition to reconfigure the traffic flow on Cummins Street, between Church Street and 5th Avenue South, from its current configuration of two-way traffic to one-way traffic southbound. The petition was signed by all the adjacent property owners, except the property located at 510 Columbia Avenue, which is owned by the City of Franklin. Staff put this request on-hold to wait for the final results of the Downtown Parking Study.

The intersection of Cummins Street and 5th Avenue South is currently configured with stop control on the Cummins Street approach only. The sight distance from Cummins Street onto 5th Avenue South 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 has developed the following two (2) options for the Board of Mayor and Aldermen to consider:

- Option A - Convert Cummins Street to a one-way street and allow traffic to go southbound only. This option eliminates the sight distance issue at Cummins Street and 5th Avenue South. This option also maximizes area parking.
- Option B - Prohibit parking on the east side of Cummins Street and eliminate seven (7) existing parking spaces on the west side of 5th Avenue South to correct the intersection sight distance.

It should be noted that the Downtown Neighborhood Association Board was not in favor of creating one-way streets. This feedback is included in the public comments for BOMA review.

Financial Impact

The estimated cost associated with both options is under \$5,000 and would be paid from the Street Department's approved annual budget.

Recommendation

Staff recommends proceeding with Option A as requested by the adjacent property owners.