



Meeting Agenda

Work Session

Tuesday, January 24, 2023

5:00 PM

Board Room

CALL TO ORDER

CITIZEN COMMENTS

Comments on agenda items may be made in person at City Hall or by emailing recorder@franklintn.gov before noon on the day of the meeting. Comments will be submitted for the record.

WORK SESSION DISCUSSION ITEMS

1. Update From Tennessee Valley Authority

Sponsors: Eric Stuckey

2. Sister Cities Report

Sponsors: Alderman Gabrielle Hanson, David Haas, Alderman Matt Brown

3. Discussion Of Ordinance 2022-47, An Ordinance To Amend Ordinance 2022-03 Amending Title 16 For Public Gathering And Expression Events
WS 1/10/23

Sponsors: Eric Stuckey, Shauna Billingsley

4. Factory District Update

Sponsors: Alderman Matt Brown, Alderman Patrick Baggett, Emily Wright, Kelly Dannenfelser, Andrew Orr

5. Presentation On Downtown Traffic And Parking Study

Sponsors: Paul Holzen, Jonathan Marston, Adam Moser

6. *Consideration Of Resolution 2022-85, A Resolution Rejecting The November 2, 2022 Construction Bids For The SR96 Traffic Signal Improvement Project (TDOT PIN 127913.00, COF Contract 2022-0116)

Sponsors: Paul Holzen, Jonathan Marston, Adam Moser

7. Discussion Concerning A Proposed Culvert Replacement Project On Del Rio Pike

Sponsors: Paul Holzen, Adam Moser

8. *Consideration Of Ordinance 2022-44, An Ordinance Revising The Installation Fees For Title 18, Chapters Appendix A, Comprehensive Fees And Penalties Chapter 18 Of The Franklin Municipal Code.

Establishing A Public Hearing On February 28, 2023

WS 12/13/22; 1/10/23

BOMA 12/13/22, 6-0 to defer to 1/24/23

Sponsors: Michelle Hatcher, Brian Goodwin

9. Consideration Of Support For State Legislation That Would Permit Local Governments In Tennessee To Provide Tax Relief For Certain Commercial Historical Properties
WS 11/8/22

Sponsors: Alderman Patrick Baggett

OTHER BUSINESS

ADJOURN

Anyone needing accommodations due to disabilities please contact the ADA Coordinator at 615-791-3277 at least 24 hours prior to the meeting.

Sister Cities of Franklin and Williamson County

BOMA Update
January 24, 2023



About Sister Cities

- An initiative started in 1956 by President Eisenhower.
- He envisioned a network that would champion for peace and prosperity by fostering bonds between people from different communities around the world.
- “Citizen Diplomats” building relationships to foster mutual understanding and respect and lessen the chance of new conflicts.
- Franklin’s Sister City program grew out of a Leadership Franklin 2001 project.
- We are members of Sister Cities International.



Our Mission Statement

The mission of Sister Cities of Franklin and Williamson County is to build global relationships, share cultural and educational experiences, and to inspire economic growth for our community.

Current Sister Cities

- Carleton Place, Ontario, Canada (Our first Sister City!)
- County Laois, Ireland (added in 2008)
- Bad Soden am Taunus, Germany (added in 2016)
- *We are looking to add a fourth city, once we re-establish and strengthen relationships with current cities, post-COVID.*



Current Board Members

- Gabrielle Hanson, President
- Patricia Kriebel, Vice President
- David Haas, Treasurer
- Kim Cannon, Secretary
- Jason Collins
- Doug Sharp
- Summer Sheldon
- Rogers Walters
- Jairo Estrada
- Stephen Price, COF Representative
- Cheryl Wilson, County Representative
- Matt Brown, BOMA Representative

We currently have 3 open board seats we are seeking to fill.



Programs & Events

- **Youth Exchange** – one to two weeks cultural exchange and building global relationships
- **Celebration of Nations** – annual cultural concert
- **Sister Cities delegation visits**
- **Great Pumpkin provided by Carleton Place, Canada** – annual display at Pumpkinfest
- **2023 Special Event** - Sister Cities, in cooperation with the Williamson County Archives, will present the first American installation of a private collection of Alexander von Humboldt, October through December.



Youth Exchange



- We are relaunching the high school student exchange – German students will visit Franklin in February and 12 local students will travel to Bad Soden in late spring.
 - The government intern exchange continues.
-



- Exchange - TBD





- Held October 8, 2022 and focused on Ireland and County Laois, featuring the FHS String Orchestra.
- Past sponsorship support from The Tennessee Arts Commission, the Franklin Rotary at Noon and the Williamson Herald.
- The next CON is scheduled for October 7, 2023 and will highlight Canada.



Delegation Visits



- From October 1st to 9th, Sister Cities and the City of Franklin hosted a delegation led by Bad Soden's Deputy Mayor.
- Planning is underway to have a delegation from Franklin attend Bad Soden's June Wine Festival.

-
- A Franklin SC delegation recently returned from a visit, Jan 7th – 10th, where they met with the mayor, council members, and our SC counterparts.



- A County Laois delegation is scheduled to visit Franklin March 19th to 21st.





File #: 21-04176

DATE: January 18, 2023
TO: Board of Mayor and Aldermen
FROM: Eric Stuckey, City Administrator
Shauna Billingsley, City Attorney

SUBJECT:

Discussion Of Ordinance 2022-47, An Ordinance To Amend Ordinance 2022-03 Amending Title 16 For Public Gathering And Expression Events
WS 1/10/23

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning the possibility of amending the Public Gathering and Expression Event permit language set forth in Title 16, Chapter 5, Section 16-501 et. seq. specifically to address the requirement of a permit for events that occur more than once per month at the same location.

BACKGROUND/STAFF COMMENTS:

The Board of Mayor and Alderman recently amended Title 16, Chapter 5 relative to Public Gatherings and Expression Events to require a permit when participants use amplification and when the event occurs more than once per month at the same location. Additionally, the purpose of the Public Gatherings and Expression Events was amended to place time restrictions on events that occur within the DD district. The Item was discussed at the June 14, 2022 and July 12, 2022 work sessions. It received a unanimous vote for first reading on August 9, 2022 and was passed unanimously on August 23, 2022 on final reading.

Over the past few weeks, it has come to staff's attention that some of the Board members would like to review the requirement for a permit for events that occur in the same place more than once per month.

FINANCIAL IMPACT:

N/A

RECOMMENDATION:

Staff recommends that the code be amended to no longer require a permit for events that occur in the same place more than once per month when the number of participants are less than 20.

Sec. 16-515. - Public gathering and expression event.

This chapter is intended to facilitate the safe exercise of First Amendment rights under the United State Constitution and ensure that the city provides protection to all who wish to exercise those rights. The City of Franklin supports these events and has developed the following regulations for groups wishing to gather in the city to enable the city to provide a safe environment for participants, bystanders and the community. It shall be the policy of the city that no permits for public gathering and expression event be granted nor shall any public gathering and expression event that does not require a permit take place after dark any place within the city or from Friday from 5:00 p.m. through Saturday at 7:00 a.m. or Saturday from 5:00 p.m. through Sunday at 7:00 a.m. in the DD district. Additionally, no public gathering or expression event take place during a permitted special event in the permitted space.

As used in this chapter, a public gathering and expression event is a noncommercial public assembly, the primary purpose of which is the exercise of the participants' constitutional rights of free speech and peaceable assembly:

- (1) Which is scheduled to take place on public property such as a city sidewalk, alley or other right-of way, city park, and/or city facility;
- (2) Which is likely to obstruct, delay, or interfere with the normal flow of vehicular or pedestrian traffic;
- (3) Which, due to the crowd it generates, may restrict access to or use of sidewalks, parks, benches, or other public areas;
- (4) Which may result in donations for nonprofit organizations;
- (5) Which will have more than 20 participants;
- (6) Which requires amplification; or
- (7) Which occurs more than once per month at the same location.

(Ord. No. 2019-19, § I, 10-13-2020; Ord. No. 2022-03, § I, 8-23-2022)

Sec. 16-516. - Permit required for public gathering and expression events.

Any person or organization intending to conduct a public gathering and expression event in the City of Franklin shall first obtain a permit from the city administrator.

(Ord. No. 2019-19, § I, 10-13-2020)

Sec. 16-517. - Exceptions for public gathering and expression event permit.

A Permit is not required when the event involves less than 20 participants; and

- (1) Participants will assemble and/or march only on sidewalks;

- (2) Participants will cross streets only at crosswalks
- (3) Participants will obey all traffic controls and regulations;
- (4) Participants will not obstruct sidewalks or otherwise impede the orderly flow of foot traffic on sidewalks;
- (5) Participants will obey all applicable laws, statutes and ordinances;
- (6) Participants will not obstruct necessary maintenance and cleaning of streets, sidewalks, or other public facilities;
- (7) Participants will not use amplification;
- (8) The event occurs only once in a month at the same location; and
- (9) Any signage used will not be of such a dimension or used in such a manner that such signage may impede or obstruct pedestrians on sidewalks or vehicles on streets.

(Ord. No. 2019-19, § I, 10-13-2020; Ord. No. 2022-03, § II, 8-23-2022)

Sec. 16-518. - Application for public gathering and expression event permit.

Any person desiring to conduct an event for which a public gathering and expression event permit is required pursuant to this chapter shall file a verified application with the city administrator on a form supplied by the city administrator. All applications shall be submitted at least two days, but not more than six months, prior to the commencement date of the event. The application time limits may be waived pursuant to section 16-524.

(Ord. No. 2019-19, § I, 10-13-2020)

Sec. 16-519. - Contents of application.

The public gathering and event permit application will require the following information in addition to other information deemed necessary:

- (1) Name, address, home, mobile phone and business telephone numbers of the applicant and the person who will be present and in charge of the event (including cell phone number of people who will remain at event);
- (2) If the event is to be sponsored by an organization, the name, address and telephone number of the organization and representative of the organization;
- (3) Nature or purpose of the event;
- (4) Date and estimated starting and ending time of the event;
- (5) Location of the event, including its boundaries, and/or assembly and disbanding locations for walks/marches;

- (6) Estimated number of participants in the event;
- (7) Type and estimated number of vehicles or structures which will be used at the event and information as to whether there will be sponsor-provided water or emergency aid stations at the event;
- (8) Anticipated security and/or police requirements necessitated by the event;
- (9) Anticipated toilet and sanitary requirements necessitated by the event;
- (10) Whether any sound amplification equipment is proposed to be used, and if so, information describing such sound amplification. No sound amplification equipment shall be used in any way contrary to the applicable city ordinance on sound amplification equipment, or contrary to the city ordinance on offenses against the peace and quiet (FMC 11-401 et seq.);
- (11) Whether or not charity, gratuity, or offerings will be solicited or accepted, or sales of food, beverages, or other merchandise will occur;
- (12) Whether any requested temporary street closure will occupy all or only a portion of the street or intersection involved (however, more time may be required to approve the application if street closures are requested pursuant to the special event permit, section 16-505); and
- (13) Such other information as the city administrator deems reasonably necessary in order to carry out his/her duties under this chapter.

(Ord. No. 2019-19, § I, 10-13-2020)

Sec. 16-520. - Additional information required for public gathering and expression events occurring along a planned route, and/or entailing a march or a rally.

When the public gathering and expression event is a rally and/or march on city sidewalks, the application shall contain the following information:

- (1) The assembly point for the public gathering and expression event and the time when participants will begin to assemble;
- (2) The proposed sidewalk route to be traveled;
- (3) Material and maximum size of any signs or banners to be carried along the route; and
- (4) Anticipated number of adult monitors.

(Ord. No. 2019-19, § I, 10-13-2020)

Sec. 16-521. - Consultation with other departments.

Prior to approving or denying the public gathering and expression permit application, the city administrator shall consult with all city departments which may be impacted by the proposed public gathering and expression event.

Sec. 16-522. - Permit conditions on public gathering and expression events.

The city administrator shall condition the issuance of a public gathering and expression event permit by imposing reasonable requirements concerning the time, place, and manner of the public gathering and expression event, any other requirements which are necessary to protect the safety of persons and property, and to provide for adequate traffic control. Such conditions may include, but are not limited to, the following:

- (1) Alteration of the date, time, duration, route or location of the public gathering and expression event;
- (2) When the public gathering and expression event is a march, conditions pertaining to:
 - a. The area of participant assembly and disbanding;
 - b. Conditions concerning accommodation of pedestrian or vehicular traffic, including restricting the event to the sidewalk or designated public area, or allowing for intermittent safe traffic flow through an event site.
- (3) Requirements for provision of first aid, sanitary or emergency facilities;
- (4) Requirements for use of event monitors and method for providing notice of permit conditions to event participants;
- (5) Restrictions on the number or type of structures for fire safety as required by the City of Franklin Fire Department;
- (6) Requirements for use of garbage containers, cleanup and restoration of public property;
- (7) Reasonable restrictions on the use of amplified sound (as specified in the city's offenses against the peace and quiet (FMC 11-401 et seq.));
- (8) Compliance with any other applicable ordinances or laws;
- (9) Restrictions on the service or sale of alcoholic beverages and any other edible or non- edible goods;
- (10) Requirements for security personnel to be present when deemed necessary; and
- (11) Prohibition of certain items, including but not limited to, any item that in the assessment of law enforcement could be used as a weapon or otherwise present an unreasonable risk to public safety, firearms, aerosol cans, alcohol, ammunition, baseball bats, blades or bladed items, coolers, explosives, fireworks, gasoline or other flammable liquid, hazardous chemicals, tents or canopies; and/or
- (12) Requirement for the applicant to provide advance written notification to those residents residing along the public gathering and expression event route or within the immediate

vicinity of the public gathering and expression event, including notification of parking restrictions necessitated by the public gathering and expression event.

(Ord. No. 2019-19, § I, 10-13-2020)

Sec. 16-523. - Grounds for denial of application for a public gathering and expression event permit.

A public gathering and expression event permit application may be denied only if it is determined from a consideration of the application and other pertinent information that one or more of the following circumstances exist:

- (1) The application was submitted less than two days prior to the public gathering and expression event date and it is not related to recent events;
- (2) Information contained in the application is found to be materially false or misleading;
- (3) The applicant failed to complete the application form after having been notified of the need to do so;
- (4) The city administrator has already received an application for another public gathering and expression event or special event at the same time and place as that requested by the applicant, or is so close in time or proximity as to cause undue traffic congestion, and/or the police department or any other city department to be unable to meet the needs for services at both with the normal complement of staff;
- (5) The time, route, or size of the public gathering and expression event is likely to substantially interrupt the safe and orderly movement of traffic in the vicinity of the public gathering and expression event site or route, or to disrupt the use of a street at a time when it is usually subject to traffic congestion;
- (6) The concentration of persons, vehicles and/or structures at the site of the public gathering and expression event, or its assembly and disbanding areas, is reasonably likely to prevent proper police, fire, or ambulance service to areas in the vicinity of the public gathering and expression event;

In determining whether the public gathering and expression event permit application should be granted or denied, the city administrator shall resolve all doubts in favor of granting the application.

(Ord. No. 2019-19, § I, 10-13-2020)

Sec. 16-524. - Action on application for public gathering and expression event.

The city administrator shall approve, approve with conditions, or deny a public gathering and expression event application on the grounds specified in section 16-523. Action on the public gathering and expression permit application shall be expeditious and in no case later than 24 hours after the city administrator

receives a completed public gathering and expression event application form or 24 hours prior to the public gathering and expression event, whichever comes later. The 24-hour action period may be extended by agreement between the applicant and the city administrator. However, if the applicant requests to temporarily close streets, section 16-505 timeframe shall apply.

(Ord. No. 2019-19, § I, 10-13-2020)

Sec. 16-525. - Expedited action on application of public gathering and expression event permits due to recent events or certain date.

The time limitations for action set forth in this chapter are not to be construed as absolute when time is of the essence. To that end, when it is apparent that the purpose of the public gathering and expression event would be frustrated if not conducted at or before a certain date and time, the city administrator, if possible, shall expedite the action required by this chapter so as to assure that the action is taken prior to the date and time of the proposed public gathering and expression event. The two-day notice for the public gathering and expression event shall also not apply.

(Ord. No. 2019-19, § I, 10-13-2020)

Sec. 16-526. - Appeal procedure for public gathering and expression event permits.

Appeals shall be to the board of mayor and aldermen, if there is insufficient time for a timely appeal to be heard by the board of mayor and aldermen prior to the date on which the public gathering and expression event is scheduled, the city administrator, if possible, shall expedite the appellate process to assure a ruling on the appeal prior to the date and time of the proposed public gathering and expression event.

(Ord. No. 2019-19, § I, 10-13-2020)

Sec. 16-527. - Violations of a public gathering and expression event permit.

- (1) It shall be an infraction for any person to conduct a public gathering and expression event, as defined, unless a public gathering and expression event permit required under this chapter has been issued for the public gathering and expression event.
- (2) It shall be an infraction for any person to participate in a public gathering and expression event, as defined, with the knowledge that a permit has not been issued for the public gathering and expression event.
- (3) It shall be an infraction for a public gathering and expression event permittee to willfully violate the terms and conditions of the public gathering and expression event's permit, or for any public gathering and expression event participant to knowingly and willfully violate the terms or

conditions of the public gathering and expression event permit.

- (4) It shall be an infraction for any person to hamper, interfere with, obstruct or impede any public gathering and expression event which has been permitted under this chapter.
- (5) When the public gathering and expression event permitted is a march on sidewalks, it shall be an infraction to knowingly drive any vehicle, including bicycles and skateboards, between the persons participating in the march unless it is done at the direction of a police officer, or an authorized security person or monitor.
- (6) It shall be a misdemeanor for a public gathering and expression event participant or observer to fail or refuse to comply with chapter. Generally, such violations shall be cited as public nuisance. Other state, local, and federal laws will also apply and shall be citable.
- (7) All participants shall follow all federal, state, and local laws.

(Ord. No. 2019-19, § I, 10-13-2020; Ord. No. 2022-03, § III, 8-23-2022)

Sec. 16-528. - Revocation of public gathering and expression event permit by permit officer prior to public gathering and expression event.

The city administrator may revoke a public gathering and expression event at any time if:

- (1) An emergency arises making it impossible to assign sufficient or appropriate personnel to the public gathering and expression event so as to assure public safety; or
- (2) Information is obtained after the public gathering and expression event permit is issued from which it may be reasonably concluded that the public gathering and expression event permit should have been denied under section 16-523.
- (3) Violations of section 16-536 have occurred.

(Ord. No. 2019-19, § I, 10-13-2020)

Sec. 16-529. - Reasons for revocation of public gathering and expression event permit stated.

If the city administrator revokes a public gathering and expression event permit, the applicant shall be informed in writing of the grounds for revocation.

(Ord. No. 2019-19, § I, 10-13-2020)

Sec. 16-530. - Appeal of permit revocation.

The applicant may appeal a revocation in the manner provided for in section 16-526 in all cases except where the revocation is based on an emergency and there is insufficient time available to present or schedule an appeal.

(Ord. No. 2019-19, § I, 10-13-2020)

Sec. 16-531. - Revocation during public gathering and expression event.

The city administrator, chief of police, fire chief or fire marshal, or their designees may revoke the public gathering and expression event permit during the public gathering and expression event if he or she finds either:

- (1) That the public gathering and expression event has deviated from or will deviate from its approved route or area; or
- (2) Public gathering and expression event participants are violating the city's offenses against the peace and quiet (FMC 11-401 et seq.); or
- (3) Public gathering and expression event participants are violating the law or permit conditions.

City staff shall not revoke the public gathering and expression event permit for either of these reasons unless the city staff first advises the participants of their route deviation, law violation or permit condition violation and provides them with an opportunity to correct same.

(Ord. No. 2019-19, § I, 10-13-2020)

Sec. 16-532. - Emergency revocation for special event permits or public gathering and expression events.

The city administrator, chief of police, fire chief or fire marshal, or their designees may revoke an event permit during the event if fire, weather, or another emergency requires the event to be terminated to assure public safety. When a permit is revoked for this reason, all event participants must immediately comply with the city staff instructions.

(Ord. No. 2019-19, § I, 10-13-2020)

Sec. 16-533. - Hold harmless for public gathering and expression event permits.

Applicants for public gathering and expression event permits shall agree in writing to assume the defense of an indemnify and save harmless the city, its aldermen, boards, commissions, officers, employees and agents from all suits, actions, damages or claims to which the city may be subjected of any kind or nature whatsoever resulting from, caused by, arising out of or as a consequence of this permit and the activities permitted in connection therewith.

(Ord. No. 2019-19, § I, 10-13-2020)

Sec. 16-534. - Compatibility with state and federal law and constitutions.

It is the intention of the board of mayor and aldermen that this chapter shall be interpreted in a manner compatible with the State of Tennessee Constitution and the United States Constitution and the statutory and decisional law of the State of Tennessee and the United States.

(Ord. No. 2019-19, § I, 10-13-2020)

Sec. 16-515. - Public gathering and expression event.

This chapter is intended to facilitate the safe exercise of First Amendment rights under the United State Constitution and ensure that the city provides protection to all who wish to exercise those rights. The City of Franklin supports these events and has developed the following regulations for groups wishing to gather in the city to enable the city to provide a safe environment for participants, bystanders and the community. It shall be the policy of the city that no permits for public gathering and expression event be granted nor shall any public gathering and expression event that does not require a permit take place after dark any place within the city or from Friday from 5:00 p.m. through Saturday at 7:00 a.m. or Saturday from 5:00 p.m. through Sunday at 7:00 a.m. in the DD district. Additionally, no public gathering or expression event take place during a permitted special event in the permitted space.

As used in this chapter, a public gathering and expression event is a noncommercial public assembly, the primary purpose of which is the exercise of the participants' constitutional rights of free speech and peaceable assembly:

- (1) Which is scheduled to take place on public property such as a city sidewalk, alley or other right-of way, city park, and/or city facility;
- (2) Which is likely to obstruct, delay, or interfere with the normal flow of vehicular or pedestrian traffic;
- (3) Which, due to the crowd it generates, may restrict access to or use of sidewalks, parks, benches, or other public areas;
- (4) Which may result in donations for ~~non-profit~~ nonprofit organizations;
- (5) Which will have more than 20 participants;
- (6)
Which requires amplification; or
- (7)
Which occurs more than once per month at the same location.

(Ord. No. 2019-19, § I, 10-13-2020; Ord. No. 2022-03, § I, 8-23-2022)

Sec. 16-517. - Exceptions for public gathering and expression event permit.

A Permit is not required when the event involves less than 20 participants; and

- (1) Participants will assemble and/or march only on sidewalks;
- (2) Participants will cross streets only at crosswalks
- (3) Participants will obey all traffic controls and regulations;
- (4) Participants will not obstruct sidewalks or otherwise impede the orderly flow of foot traffic on sidewalks;

(5) Participants will obey all applicable laws, statutes and ordinances;

(6) Participants will not obstruct necessary maintenance and cleaning of streets, sidewalks, or other public facilities;

(7)

Participants will not use amplification;

(8)

The event occurs only once in a month at the same location; and

(79) Any signage used will not be of such a dimension or used in such a manner that such signage may impede or obstruct pedestrians on sidewalks or vehicles on streets.

(Ord. No. 2019-19, § I, 10-13-2020; Ord. No. 2022-03, § II, 8-23-2022)



File #: 21-04128

DATE: January 5, 2023
TO: Board of Mayor and Aldermen
FROM: Eric Stuckey, City Administrator
Alderman Matt Brown
Alderman Patrick Baggett
Emily Wright, Director of Planning and Sustainability
Kelly Dannenfelser, Asst. Director of Planning
Andrew Orr, Long Range Planning Supervisor

SUBJECT:

Factory District Update

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning a proposed Factory District.

BACKGROUND/STAFF COMMENTS:

At the December 2022 BOMA/FMPC Joint Conceptual Workshop, Alderman Brown and Alderman Baggett shared an idea for a new vision for the Franklin Road and Liberty Pike area called 'the Factory District'. It is an opportunity to look long-term at the vision for the area and connectivity to Downtown Franklin and create a streetscape that is inviting and pedestrian focused.

This effort will involve a focus on placemaking and could include provisions for on-street parking, pedestrian streetscapes, and encouragement of public art and creativity that would complement the area. It may also include engaging the community in considering additional land uses. The staff seeks to ensure an inclusive dialogue with the BOMA, FMPC, the Historic Zoning Commission, property owners, and citizens, prior to making any recommendations to amend our long-range planning and transportation guiding documents.

With the Envision Franklin update kicking off, staff is planning to incorporate a public meeting dedicated to this concept as part of the overall Envision Franklin update. A community workshop has been scheduled for Thursday, February 16, 2023 at 5:30 PM to generate ideas and help craft a new vision. The meeting will take place in the Heritage Room, located directly behind Liberty Hall, at the Factory at Franklin. The consultants working on the Envision Franklin Update will facilitate this interactive meeting.

At this stage of the process, the following topics would be helpful to explore through the BOMA dialog and the February 16th community meeting:

1. Visioning of Arts and Entertainment District anchored by the Factory
2. Potential Land Uses
3. Design Elements
4. Liberty Pike Streetscape
5. Future of Harpeth Industrial Court and Connectivity to the Factory
6. Public Art Installations
7. Parks, Plazas, and Outdoor Gathering Spaces
8. Geographic Boundaries of Factory District
9. Direct Property Owner Engagement

FINANCIAL IMPACT:

N/A

RECOMMENDATION:

Staff recommends that the Board of Mayor and Aldermen engage in discussion of the Factory District and provide feedback/guidance.



File #: 21-04039

DATE: January 9, 2023
TO: Board of Mayor and Aldermen
FROM: Eric Stuckey, City Administrator
Paul Holzen, Director of Engineering
Jonathan Marston, Asst. Director of Engineering
Adam Moser, Traffic Engineer

SUBJECT:

Presentation On Downtown Traffic And Parking Study

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning the downtown core area traffic and parking study that was completed by the Traffic Operations Center (TOC). This study and corresponding presentation evaluates downtown core traffic patterns. Which vehicles are coming downtown as a destination and which are passing through. This study also updates the 2016 downtown parking study, after application of the 2-hour parking restrictions, as well as a review of public and private parking lots. It looks at both occupancy and duration of downtown parking areas - on-street, lots and garages. Finally, the study and report looks at some next steps/recommendations to help improve vehicle and pedestrian flow.

BACKGROUND/STAFF COMMENTS:

Various Aldermen have expressed concern on local downtown street traffic congestion and parking, and have asked about ways to improve the downtown experience and reduce traffic congestion. This study helps show underlying causes of traffic congestion as well as provide an update to the 2016 downtown parking study to review how much parking is available and how long visitors are staying downtown.

FINANCIAL IMPACT:

This item was funded through the Traffic Operations Center (TOC) current (FY23) and past (FY22) operating budget. The study report was completed internally, though there were costs for data collection, such as the updated parking data (\$34,900.00), Streetlight data (\$9,600.00) and SMATS data (\$8,000.00) for a total study cost of \$52,500.00 split between FY22 and FY23 TOC operating budgets.

RECOMMENDATION:

Staff recommends that the Board of Mayor and Aldermen acknowledge the downtown traffic and parking study.



Downtown Area Study

Traffic Operations Center (TOC) Engineering
Department

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Downtown Area Study

The City of Franklin downtown core area has become a prominent attraction to visitors and local residents in the greater metro Nashville region. Franklin continues to win awards and get recognized in various media and publications, not only throughout the country, but on a world-wide scale. With this world-wide attention comes growth and economic prosperity for the Franklin community. However, being able to balance this growth while maintaining small-town, suburban appeal is a great challenge to City leaders.

At the top of nearly every residential complaint is traffic. While the central downtown core of Franklin remains mostly unchanged, outlying commercial and residential growth continues to increase, thus producing more traffic and demand for infrastructure improvements citywide. In turn, this demand puts a strain on the 'small town' central downtown core, as much of that traffic may traverse from developed area to developed area via arterial routes that "pass-through" downtown, while interacting with ever increasing downtown "destination" traffic. While traffic throughout the city limits of Franklin continues to increase, this traffic study zeros in on traffic traversing through the downtown core area. The objectives (and Sections) of this downtown study include:

1. Downtown pass-through traffic versus destination traffic
2. Downtown parking occupancy and duration
3. Downtown Bypass Routes/Intersections

What this study does not do is zero in on specific vehicular circulation of the local streets within the downtown grid. Meaning, once traffic enters the downtown core area, the routes most utilized by traffic meandering within the downtown grid. While the traffic operations team collects various intersection count data and generally knows the grid routes being utilized for this study's pass-through circulation, which will be discussed further in the report, this study rather looks at traffic patterns that interact with the downtown core. This will, in turn, lead to conversations about how City leadership can reduce pass-through traffic and increase desirable destination traffic, which is essential to keeping the City's downtown core vibrant, walkable and attractive to visitors and residents of Franklin.

In addition to the pass-through and destination traffic study, a downtown parking study was conducted to help determine how long people are staying in downtown, as a destination, and to update the data of the 2016 downtown parking study. The parking study further compares the 2016 data to 2022 data to compare the duration and effectiveness of the 2-hour parking restriction.

1 Downtown: Pass-thru vs Destination Traffic

To understand traffic congestion in the downtown core area, the Engineering team determined that the study should look at the types of traffic that would interact with the downtown core. This was determined as either 'pass-through' traffic or 'destination' traffic. When completing a traffic engineering study, it is imperative to understand what the primary traffic generators are, or basically why there may be traffic congestion in the first place. In typical traffic impact studies from development, ITE guidelines are used to determine how many trips a particular land use creates on the transportation system. For example, a single-family home produces, on average, about 9 trips per day. Trips to school, work, or running errands all contribute to this average daily number, as well as the number of family members and vehicles per household. In a larger, developed area such as a city, it is much more difficult to predict or understand

traffic generation, or where vehicles are coming from and where they are heading. In the past, a person might be posted at an intersection or at a parking garage and survey individuals to produce an origin-destination study – a long and tedious process. Today, from the many global positioning satellites and cellular devices that most everyone carries, or that are deployed on vehicles themselves, a set of unique data points can be created to populate these origin-destination studies. ***These “Big Data” companies, as they are often called, have agreements in place with smartphone applications, delivery companies, and even cellular providers to collect anonymous location data 24 hours a day.***

1.1 Methodology (Streetlight & SMATS)

For this study, the City selected two software products that produce GPS location data (probe data) called Streetlight and SMATS. These software products were used to provide this study with the data to determine if vehicles were passing through the downtown area, or if the vehicle destination was the Franklin downtown core area. In order to do this, the software required a polygon to be drawn around the downtown area (the pass-through zone shown in shaded yellow in Figure 1), as well as ‘gates’ on all major roadways into and out of the downtown core area (blue circles in Figure 1). Local, residential streets were not included when gates were determined since this volume and probe match rate would be insignificant compared to the main arterials that feed the downtown core. A map of this study area and those gates is shown in [Figure 1](#).

After choosing these products for data, the traffic operations team determined that typical weekdays (Tuesday – Thursday) and a weekend day (Saturday) should be used for this particular study. The team avoided holidays, breaks and large events when pulling the probe data. April 2022 was chosen as a representative, typical month that simulates the City’s average traffic profile on most days. It was a month where tourists are present, the climate turns warmer, and schools and businesses are active.

The data was pulled for three time periods as follows:

- **AM:** 6:00 – 10:00
- **NOON:** 10:00 – 14:00
- **PM:** 14:00 – 19:00

It is important to note that school traffic would be captured in both the AM and PM time periods studied.

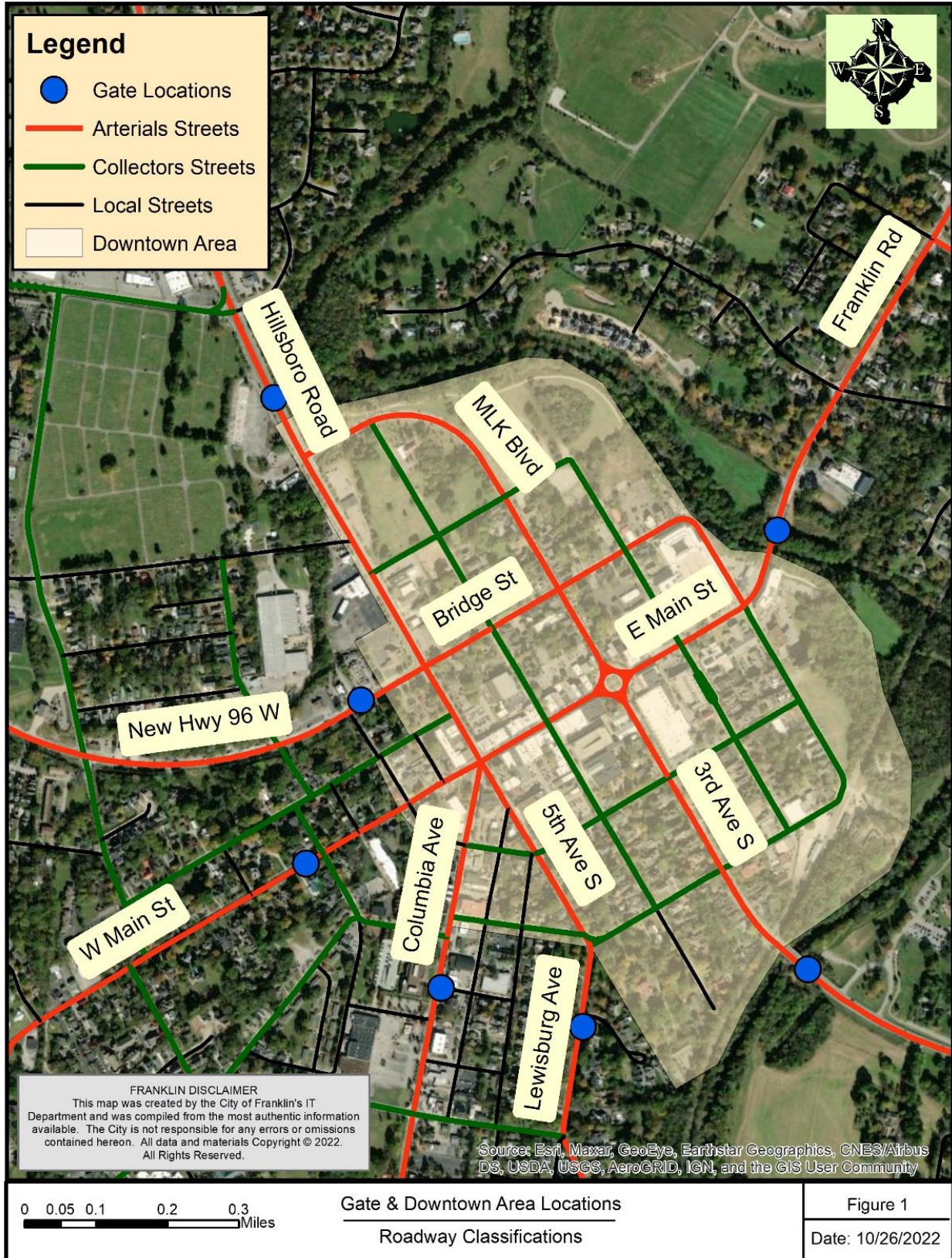


Figure 1 Location Map

1.2 Destination Area & Pass-thru Routes – Results

As mentioned previously, it is important to know where vehicle trips are going and where they are coming from. This section will identify how vehicles are getting to the downtown area (entering routes) and where they go (i.e. destination or exiting routes).

In summary, a majority of traffic that ‘touches’ the downtown core area is passing through and not staying in downtown as a destination. The average cut-through and destination traffic for each of the time periods can be found in [Table 1](#). Table 1 shows the average cut-through and destination percentages for both software, Streetlight and SMATS. Both software applications show a similar pattern in the percentage of cut-through and destination trips although they provide different values. It is important to note that each software obtains their data from different sources and therefore can end up with different values. Based on the data, it can be summarized that approximately **1/5 - 1/3 (20% -35%) of all vehicle volume entering the gates shown in [Figure 1](#) are going to the downtown core area as a destination, with the rest of the vehicles passing through the downtown core area.**

The data in Table 1 shows that the Streetlight data has a higher number of cut-through trips during the weekdays than the weekends whereas the SMATS data show that the weekday and weekend data is relatively the same with the exception of the weekday PM period. Both data sets show that the weekday PM period has the highest number of cut-through trips, likely due to commuters and school dismissal car-riders. It is believed that Streetlight uses a bit more GPS location data for commuter smart phone applications and delivery type applications than SMATS, though that information is not shared by the software companies.

Table 1: Cut through vs. Destination Trips (percentage)

	Time Period	Average Percent Cut-Thru		Average Percent Destination	
		Streetlight	SMATS	Streetlight	SMATS
Weekday	AM	79	64	21	36
	Noon	75	63	25	37
	PM	82	74	18	26
Weekend	AM	69	64	31	36
	Noon	69	65	31	35
	PM	70	65	30	35

1.2.1 Heaviest Volume Routes - AM, Noon, PM

As vehicles enter the downtown area, they most commonly use one of the seven entering arterial routes. The seven arterials studied are listed below in [Table 2](#), each have varying demand across time periods and weekdays and weekends. Table 2 shows the comparison of traffic across the arterials with heavier volumes in red and lighter volumes in green. As a note, the red and orange colors are not reflective of roadway levels of service, but rather the amount of vehicular volume on that route and at what time period.

As would be expected, SR96 East is the busiest arterial for all time periods and all days of the week. The lowest volume arterial is West Main for all time periods and all days of the week. Lewisburg is also one of the lowest volume arterials while the remaining arterials volumes fluctuated in comparison with each other.

Table 2: Heaviest Vehicular Volume Roadways

Intersection	Weekday			Weekend		
	AM	Noon	PM	AM	Noon	PM
96 East						
96 West						
Franklin						
Columbia						
Hillsboro						
Lewisburg						
West Main						

1.2.2 Primary Pass-Thru Routes – AM, Noon, PM

Vehicles entering the downtown core area were divided into two categories. The first category is vehicles passing through the area, using downtown to get from one arterial to another. The second category is downtown destination, vehicles that came downtown, parked, and stayed for a period longer than 20 minutes.

This section will discuss the results of the pass-thru vehicles and provide insight to where vehicles are coming from and where they are going. [Figure 2](#) - [Figure 6](#) show the primary pass-thru routes for each time period for weekdays and weekends. Each route begins at a gate and follows the yellow arrows through the downtown area and ends at a different gate. It is important to note that these figures illustrate the starting and end points of vehicles and does not show how they got from one gate to the next gate, or more commonly referred to as circulation within the downtown destination zone (which local streets they are using).

Figure 2 shows the most used routes by vehicles during the AM time period for a typical weekday. This figure shows that traffic is generally flowing towards the interstate (north and east) and Franklin High School. Two of the busiest routes starts at the 96W gate and goes towards Franklin Road and 96E, the two most direct routes to I-65. Lewisburg to 96E was also a top route and this too is the shortest route to I-65.

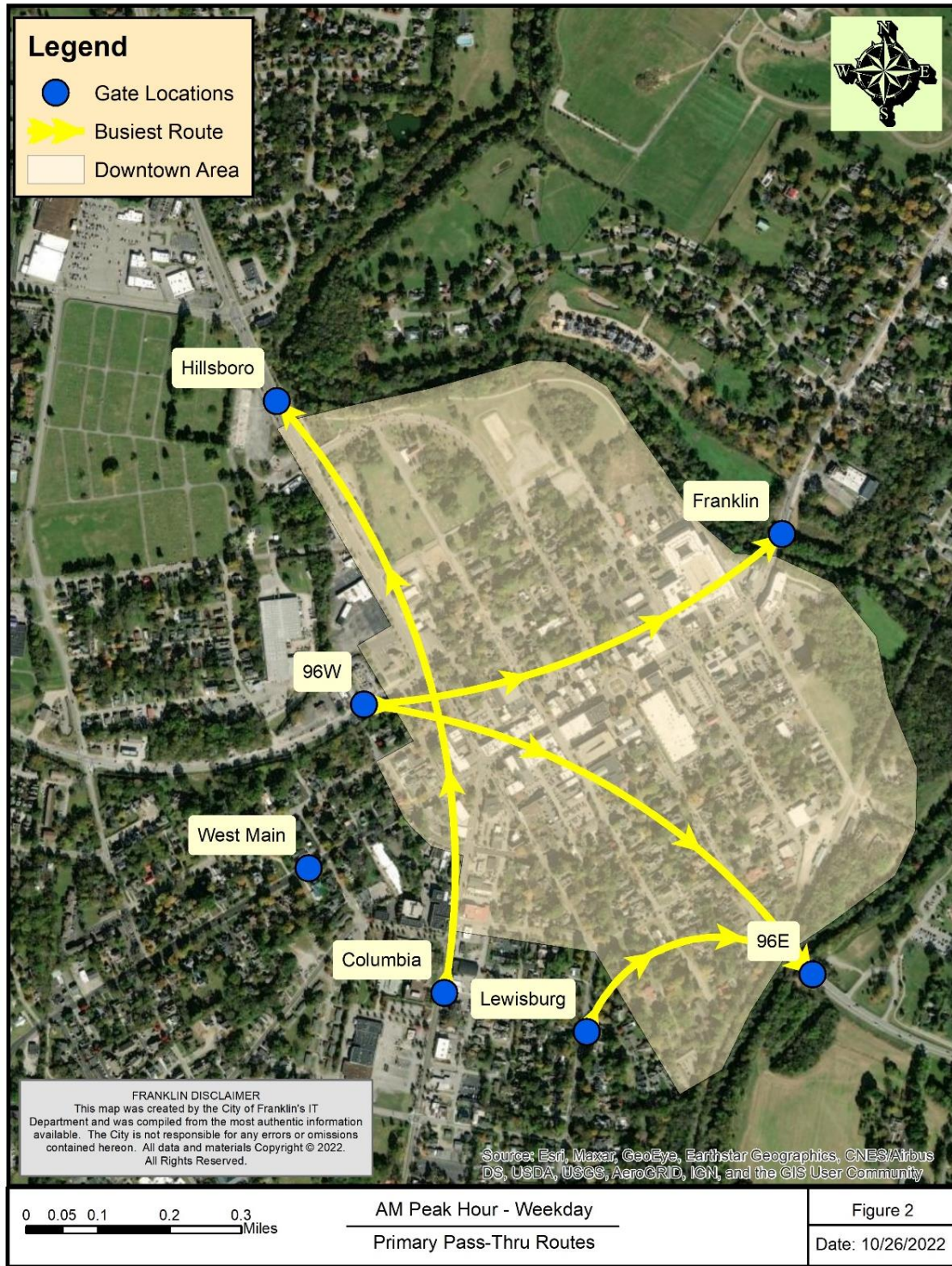


Figure 2

Figure 3 shows the most used routes by vehicles during the Noon time period for a typical weekday. During the noon time period, two primary routes start at 96W and Lewisburg and end at 96E, similar to the AM. For the other two primary routes, one starts on Columbia heading north and ends on Hillsboro and the other is the converse of that route, starting at Hillsboro Road and ending on Columbia.

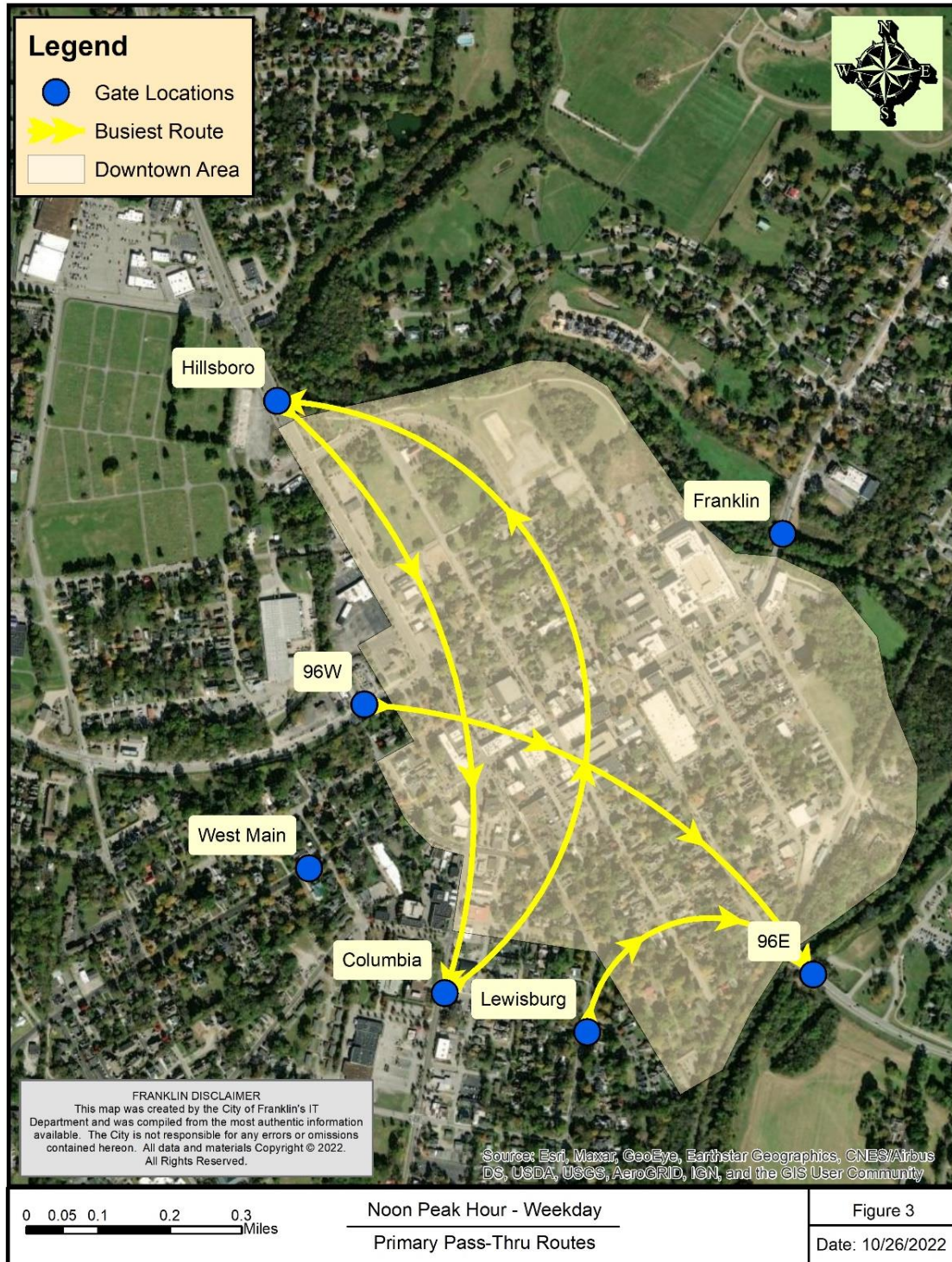


Figure 3

Figure 4 shows the four most used routes by vehicles during the PM time period for a typical weekday. Two of the busiest routes starts at the 96E gate and goes towards Lewisburg and 96W (south and west). The converse flow from Lewisburg to 96E was also a primary route of travelers. It is important to note that the PM peak time frame does include school dismissal times. The last primary route starts on Hillsboro Road and goes towards Columbia.

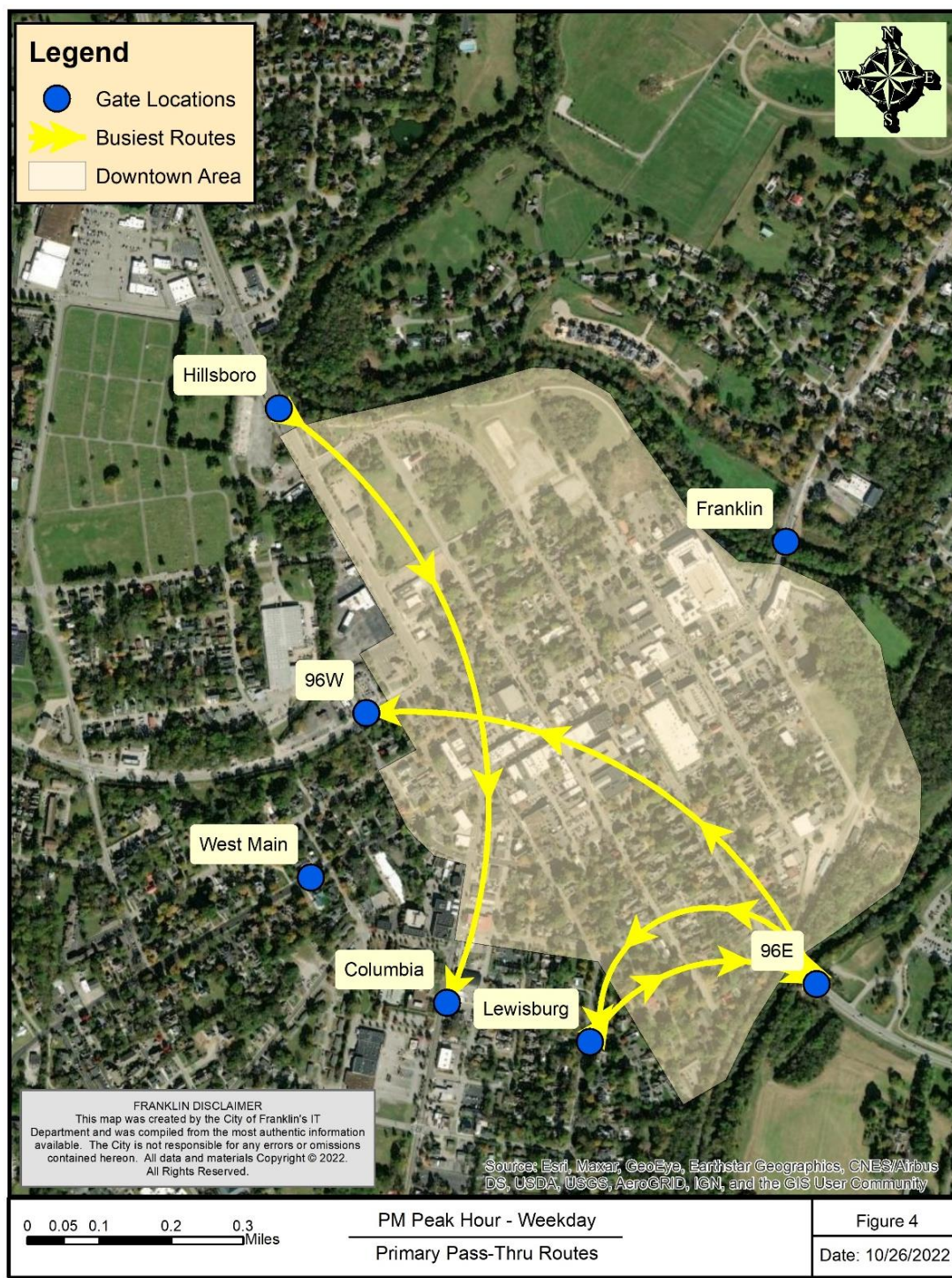


Figure 4

Figure 5 shows the most used routes by vehicles during the AM time period for a typical weekend. The primary routes for this scenario are similar to a typical AM time period of the weekday. The only difference is that the 96W to Franklin Road is not as well used and another primary route replaces it, 96E to 96W. The three primary routes that are the same as the the AM weekday scenario are Lewisburg to 96E, 96W to 96E, and Columbia to Hillsboro Road.

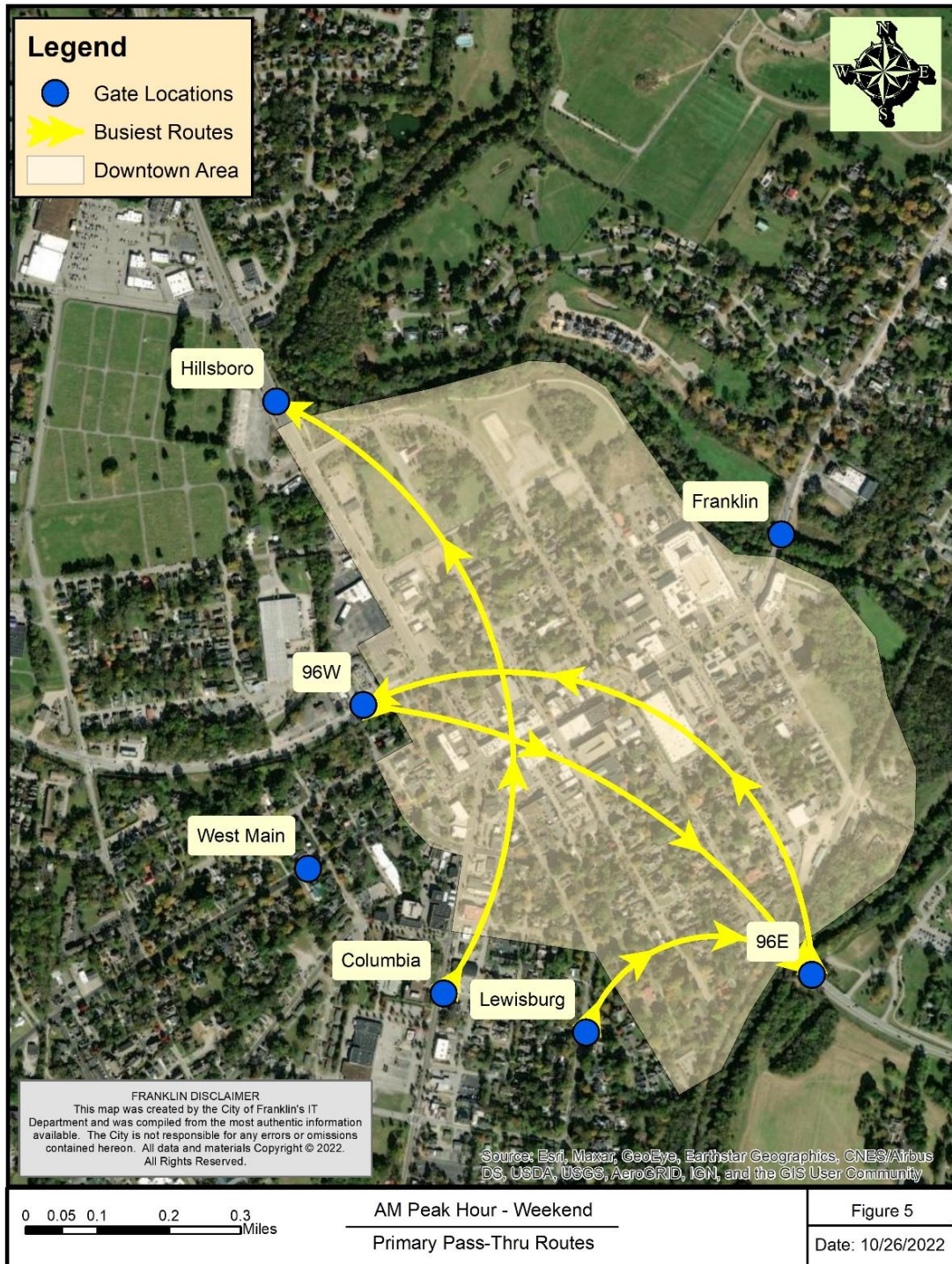


Figure 5

Figure 6 shows the most used routes by vehicles during the Noon time period for a typical weekend. Three of the primary routes starts at 96W and ends at Hillsboro Road, Franklin Road, and 96E. Lewisburg to 96E is also a primary route during the noon time period.

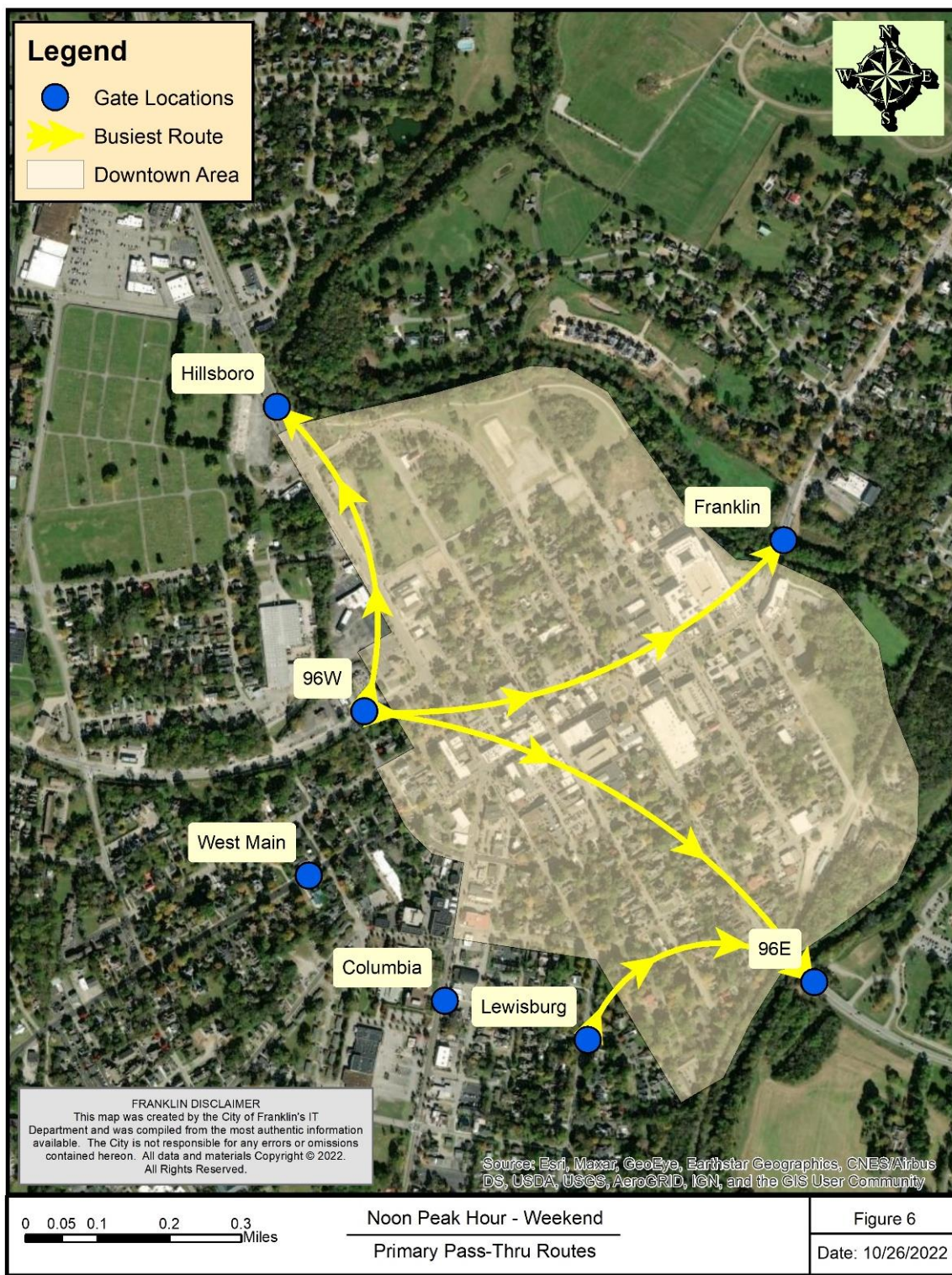


Figure 6

Figure 7 shows the most used routes by vehicles during the PM time period for a typical weekend. Two of the primary routes start at 96W and Lewisburg and end on 96E. The last primary route is Hillsboro Road to Columbia.

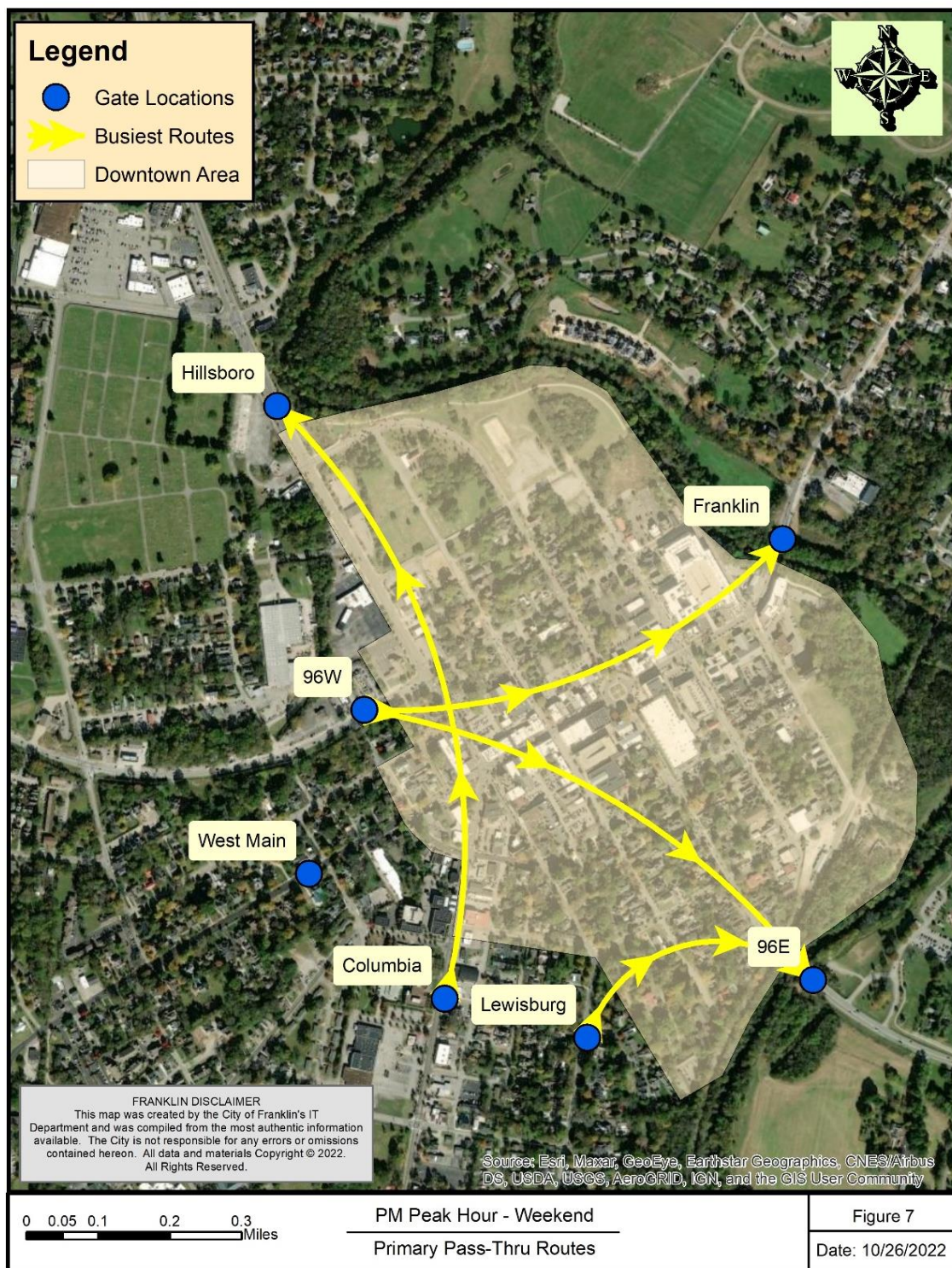


Figure 7

1.2.3 Possible reasons for pass-thru traffic

Before the Mack Hatcher northwest extension, there were no arterials that would connect the west side of Franklin, such as Westhaven, to the east to get to I-65 or Cool Springs without going through Downtown. That said, there was also a sizeable amount of volume that would travel north on Old Hillsboro Road to Hillsboro Road, choosing to take non-interstate routes to go north towards Brentwood and Nashville. Even putting certain destinations in Nashville on a GPS or other phone map application would produce similar if not faster routing via Old Hillsboro Road to Hillsboro Road from the Westhaven/West Franklin area. Then, with the opening of the Mack Hatcher northwest extension, another option was available for that west side traffic. While most of this traffic is choosing to use the northwest extension, this study shows that there are still numerous vehicles that cut-through downtown. This section gives a few possible reasons on what this traffic might be.

1.2.3.1 Schools

The location of the gates may have a lot to do with capturing cut-through traffic that may not be Westhaven or west Williamson County traffic going west to east and vice versa, but rather school car-rider traffic. For example, Freedom Intermediate and Freedom Middle Schools' zoning would contribute to cut-through traffic in downtown for car-rider students, along with some cross-town traffic for Centennial and Franklin High Schools. The zoning area for Freedom Intermediate and Freedom Middle is shown in [Figure 8](#), while the zoning area for Centennial is shown in [Figure 9](#) and Franklin High in [Figure 10](#). The Traffic Operations Center (TOC) team has also witnessed, by observation, higher vehicular volumes downtown around the 3 PM hour, likely due to this cut-through middle and high school vehicular traffic.

It is believed that cut-through traffic for the high schools is a bit less than the car-riders for Freedom Middle and Intermediate since the zoning for those high schools does not include large portions of the City that must cut through the downtown core area. It should also be noted, it is not believed that FSSD **elementary** school traffic is cutting through downtown due to their zoning areas being more localized, however, there could be other school traffic passing through downtown as well, such as private schools like Battle Ground Academy.

To help verify the car-ridership assumption of cut-through traffic, FSSD conducted a bus-ridership study on Wednesday, November 16, 2022 for dismissal (afternoon) at both Freedom Intermediate and Freedom Middle. Wednesdays are thought to be a good 'peak ridership' day since many parents that are able to remote work tend to be in the office on Wednesdays and thus require more students to ride the bus. It was stated by the Transportation Supervisor that afternoon ridership tends to be heavier than arrival (morning) ridership as well. In other words, there are more car-riders in the morning than the afternoon. The following are the results of this one-day study:

	Total Students	Bus Occupancy	% Occupancy
Freedom Intermediate	535	294	55%
Freedom Middle	515	286	56%
Bus 'Surge' Capacity*	840	580	69%

*Bus 'surge' capacity is the number of students that the 15 buses could accommodate should more students choose to ride the bus. This number is based off of 2 middle school-aged students per seat. While more students could squeeze in to get closer to the 1,050 student total of the two schools, this is the anticipated surge that FSSD plans for at any given date for early (weather) type of dismissal.

Given the FSSD bus-ridership study data, there are an estimated 500 students daily that do not take the bus at these particular two schools. While it is not expected that 100% of the students are at school on any particular day, and every student doesn't leave when dismissed (sports, clubs, etc), this still leaves hundreds of students/vehicles, many of which would have to traverse through downtown.

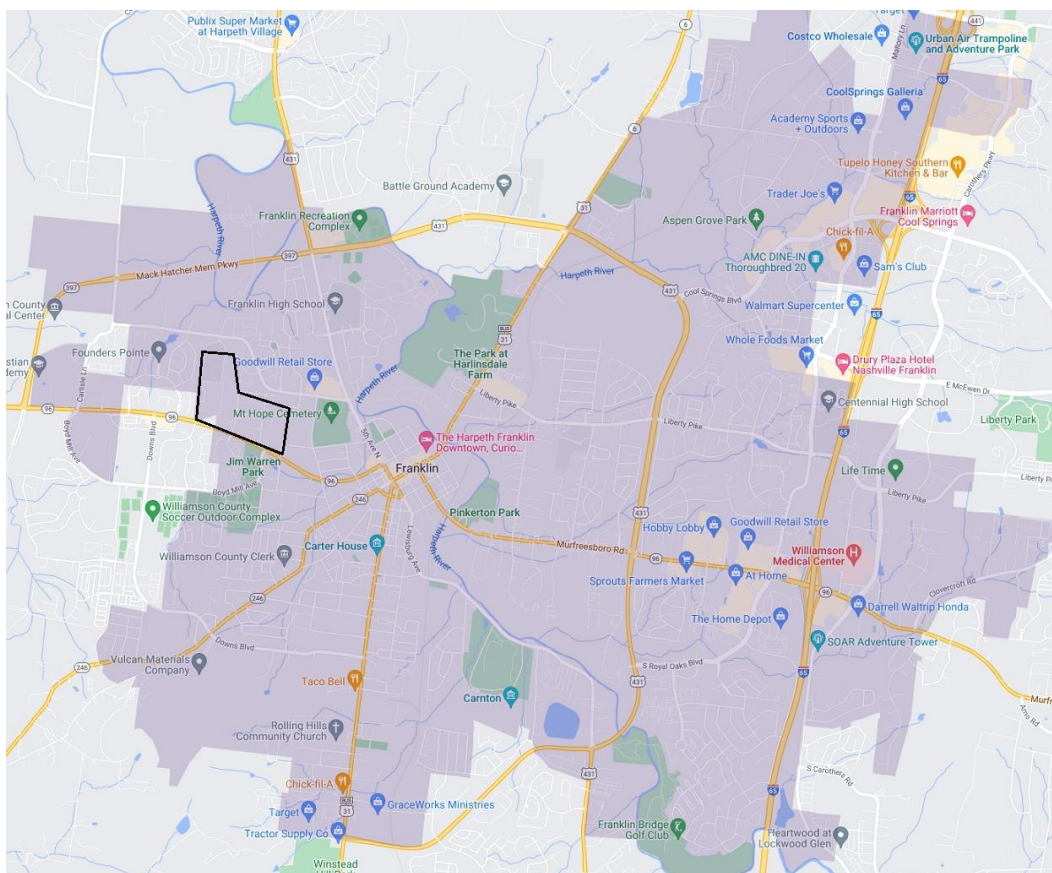


Figure 8 Freedom Intermediate/Middle School Zoning Area

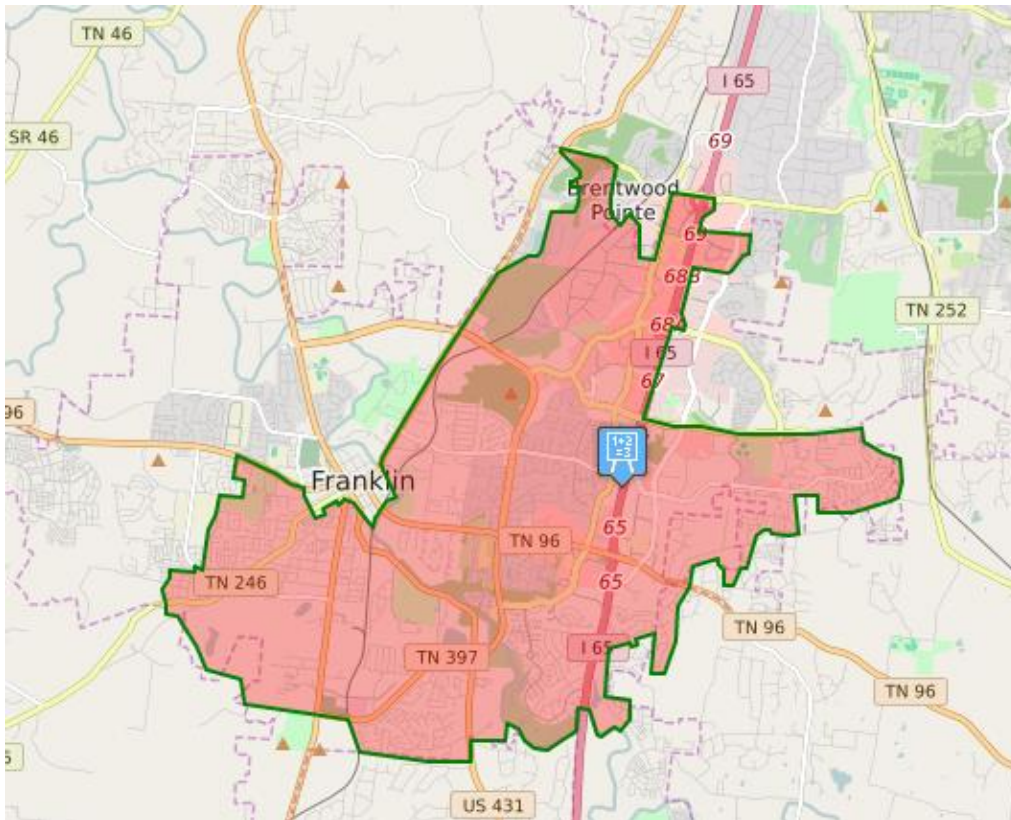


Figure 9 Centennial High School Zoning

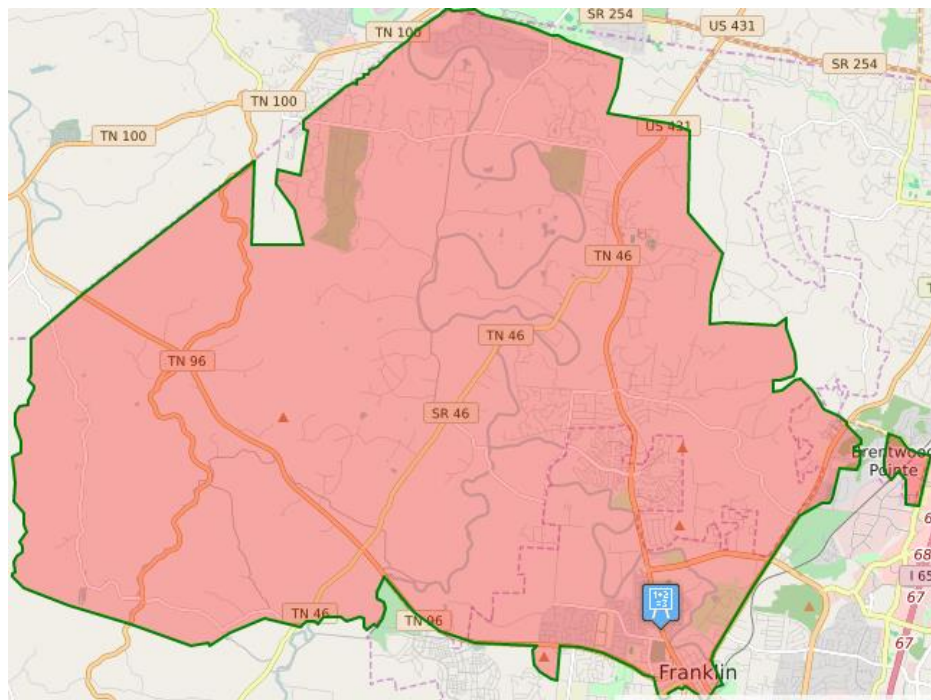


Figure 10 Franklin High School Zoning

1.2.3.2 Commerce

In addition to school cut-through traffic, Columbia Avenue proves to be one of the City's worst failed roadways at most all times of the day. While plans to widen Columbia Avenue (and the Mack Hatcher southeast section) are being developed, and the project is funded, it will be many years before that traffic relief is realized. Related to this, one of the busiest routes of the study is through the Lewisburg gate to the SR96E gate. It is believed that this is not only Franklin resident or school traffic using South Margin/Lewisburg as a bypass, but also 'northern' Columbia Avenue commerce traffic, or rather offices and businesses that do not want to traverse the delays on Columbia Avenue southbound. Rather, this commerce traffic goes to the north, through downtown, cuts over to Lewisburg, turning onto South Margin and ultimately turning right onto SR96E. This traffic produces the subsequent heavy volume going through the Lewisburg and SR96E gates.

1.2.4 Verification of Results

As stated in Section 1.1.1, the data used in this study was derived from two sources, software applications entitled Streetlight and SMATS. Both of these sources provide origin/destination data to help engineers and planners understand where vehicles are coming from and where they are going. While these applications only collect a **sample** of the total vehicular volume (i.e. the vehicle probes), the applications provide a statistically significant representation of overall vehicular traffic patterns which aids in the planning of new roads and transportation strategies. By using both Streetlight and SMATS, the TOC team was able to more confidently summarize the travel patterns of the downtown core area and verify the outputs of each application with confidence. While it may seem like there is a large margin between 20% and 35% [of the vehicles going downtown as a destination], it is more important to understand 'generally' that 1 in 4 vehicles are stopping in the downtown core area for longer than a 20-minute period and 3 out of 4 are passing through. And, more importantly, in what ways can the City increase downtown 'as a destination' rather than a pass-through.

In addition to the pass-through versus destination results, both software applications showed the similar arterials being used, as shown in previous Figures 1-6. Similar to the most used arterials, both software's agreed on the same top pass-through routes for the different days and time periods. Although the results differed slightly in each application, they told the same basic story with regards to the busiest arterials, most used cut-through routes, and percent cut-through versus destination.

2 Downtown Parking Study

Another, often mentioned, issue is that there is not enough parking in the downtown core area. As an update to the 2016 Downtown Parking Study data, and as an important supplement to the destination portion of this study, the City had Walker Consultants collect data for parking occupancy and duration in the downtown core area to analyze this concern. The parking study collected data for both 'free' and 'pay' parking lots open to the public, including on-street parking spaces in the downtown core area.

The study area is shown in [Figure 11](#). While additional free on-street parking does exist on various streets outside of the limits of Figure 11, for example on Fair and West Main, the limits of this study were chosen based on acceptable walking distance to Main Street, availability of sidewalks, and easily identifiable (marked) parking spaces, where people more willingly park. In Figure 11, the private (pay) lots are shown in purple, while free lots are shown in blue. All on-street parking studied is free. On-street parking is depicted by the orange dashed lines in Figure 11.

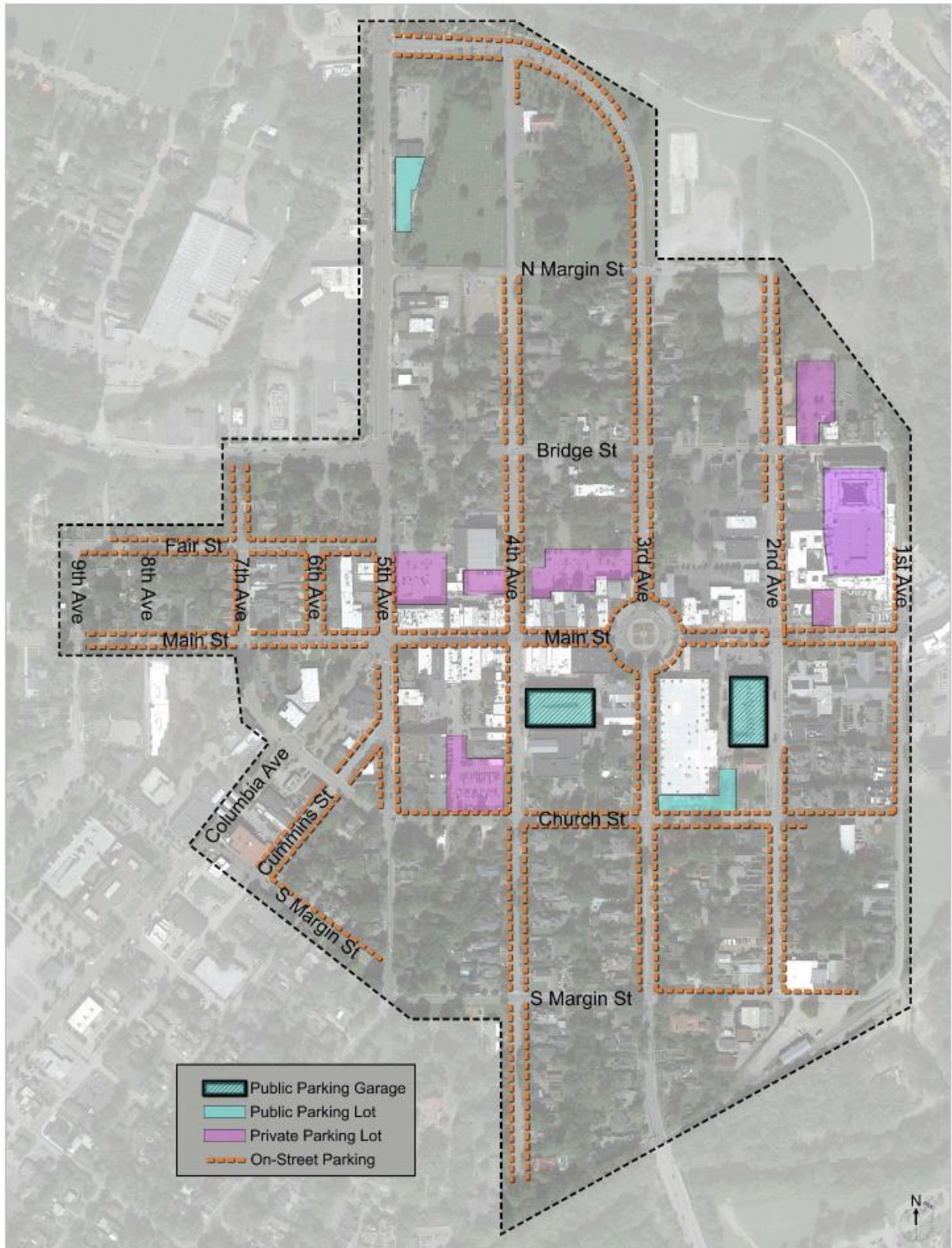


Figure 11 Parking Study area

[Table 3](#) summarizes the study locations and capacity of the study area. Two-thirds (1442) of the total parking spaces identified in the downtown core area are considered ‘free’ parking spaces with the other third (723) consisting of fee-based parking spaces.

Table 3: Parking Inventory Capacity
Downtown Core Area

On-Street		755
2nd Avenue Garage		252
4th Avenue Garage		345
Public Lots		90
Private (Pay) Lots		356
Harpeth Hotel (Pay)		367
Total Free		1442
Total Pay		723
Total		2165

Some items of note, the 2nd Avenue garage and public lot capacity in this table does not include ‘City Vehicle’ signed spaces, and the Harpeth Hotel garage capacity does not include reserved spaces - spaces that are physically marked and signed for the hotel, apartments and businesses. This capacity total represents ‘open’, non-reserved, non-signed spaces that are available to the general public.

2.1 Methodology (Occupancy and Duration of Parking)

From the available capacities stated in the previous table, the consultant performed both an occupancy study, meaning how many of the spaces were occupied at various times of the day, and a duration study, meaning *how long* the vehicle occupied the space. This was similar to the 2016 study methodology and could be compared to the 2016 data to see if the change from 4-hour to 2-hour street parking restrictions had the intended more-frequent turnover. The occupancy data was collected via vehicle and foot-survey to count occupied vs unoccupied spaces. The duration survey was completed using anonymous License Plate Reader (LPR) software. The LPR vehicle drove all routes (on-street parking) every hour to collect duration-of-stay per hour to compile the data. For the 2nd and 4th avenue garages, the new count system was utilized for occupancy and duration, while the Harpeth Hotel garage used ticket receipts to show occupancy and duration.

The parking study was completed on a Thursday, Friday and Saturday, August 18 – 20, when no festivals were scheduled, weather was pleasant, and schools were in session to represent a typical day. Thursday and Friday mid-day tends to be the busiest day in downtown Franklin with both ‘long-weekend’ tourists visiting and employees present in downtown office space.

The Appendix has the full Walker Consultants report, however, the 2nd and 4th Avenue Garages and public parking lots should use the data presented in this section of the report since the Walker Consultants

Report counted signed, City of Franklin vehicle spaces in their study, which are not open to the general public.

2.2 Parking Occupancy

Per the study data, and as expected, Thursday and Friday midday (noon) showed highest parking occupancy rates in the downtown core area, especially for free parking located within 1 – 2 blocks of Main Street. This peak occupancy of the area is illustrated in [Figures 12](#) and [13](#).

At these midday weekday peak times, total occupancy of ALL parking in the downtown core area is approximately 65%. Meaning 65% of all available public parking in our study area is occupied by a vehicle. Removing the private pay lots, the total occupancy of all ‘free’ parking rises to approximately 83% on weekday midday peaks. Weekday mid-day peak percent occupied of the specific areas are shown in [Table 4](#).

Table 4: Parking Occupancy Percentages

		Total Available	Thursday Midday % Occupied	Friday Midday % Occupied
On-Street		755	77%	78%
2nd Avenue Garage		252	95%	93%
4th Avenue Garage		345	97%	98%
Public Lots		90	57%	58%
Private (Pay) Lots		356	50%	53%
Harpeth Hotel (Pay)		367	4%	3%

It should be noted, the Public Lots row shown in Table 4 above include the public lot that was recently constructed north of North Margin Street on 5th Avenue North, which skews the occupancy of the public lot adjacent to City Hall since this newer 5th Avenue North lot remains mostly ***unoccupied*** at most times of the day and is likely just outside of ‘acceptable’ walking distance to Main Street for a common visitor.

Also per Table 4 and as shown in Figures 12 and 13, most of the pay lots (rate \$2 - \$3/hr) have parking availability during these weekday mid-day peak times, as well as parking areas located more than 2 blocks from Main Street. In fact, at peak midday times on Thursday and Friday, the Harpeth Hotel garage, which has 367 ‘pay’ spaces open to the general public, was ***only 3 – 5% occupied*** for general public parking (rate \$5/hr).

For the weekend (Saturday midday), occupancy drops to approximately 49%, meaning 49% of all parking is occupied by a vehicle. Removing the private (pay) lots, this occupancy rises to approximately 66% (66% of free parking occupied by a vehicle).

Evening (PM) occupancy is fairly consistent, whether weekday or weekend, at approximately 38% occupied for all parking, and approximately 50% occupied for free parking. AM peak times have parking available at most every location until 9:30 – 10:00 am when the study shifted to midday times.

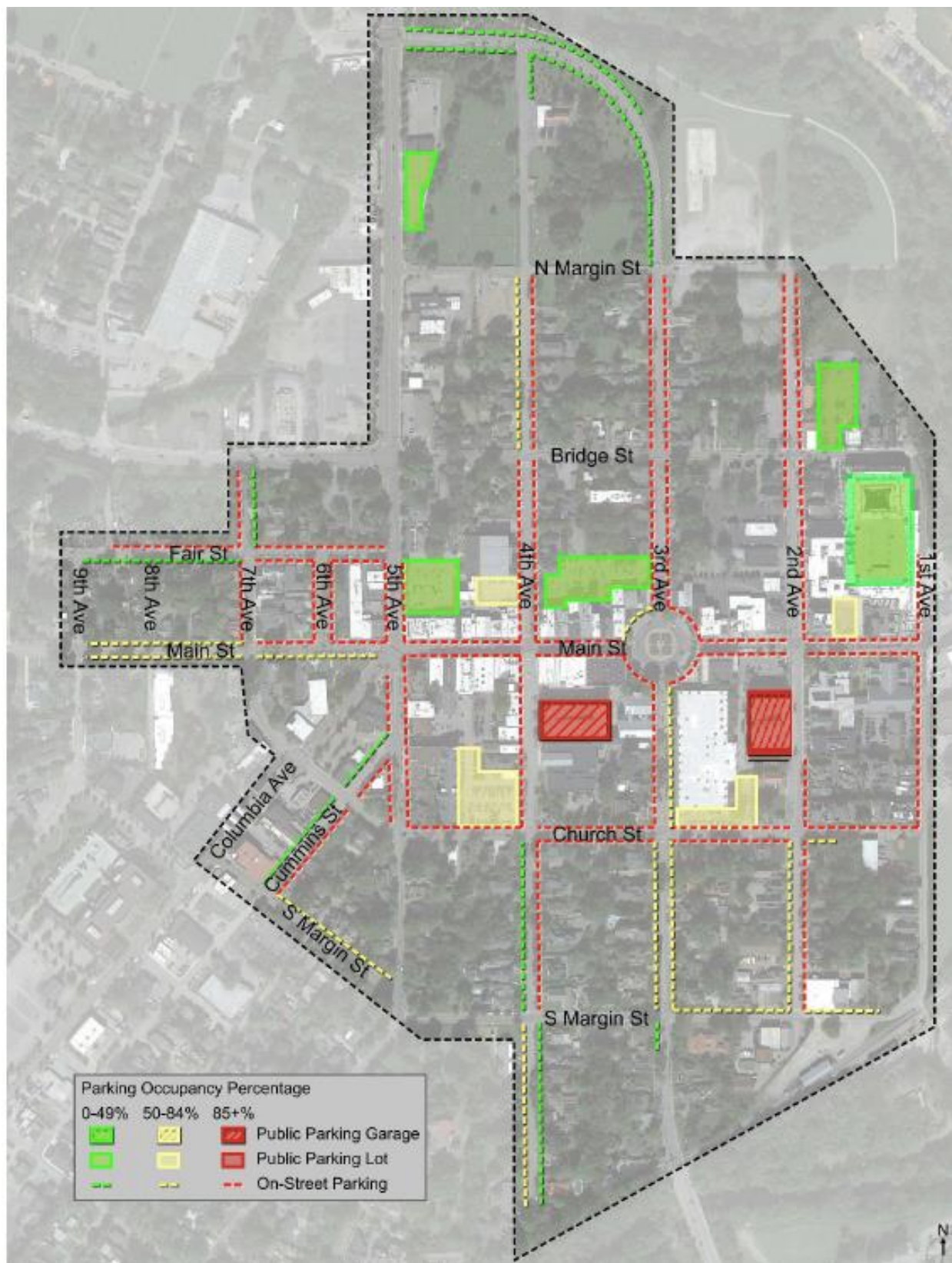


Figure 12 Thursday Mid-Day Peak Parking Occupancy

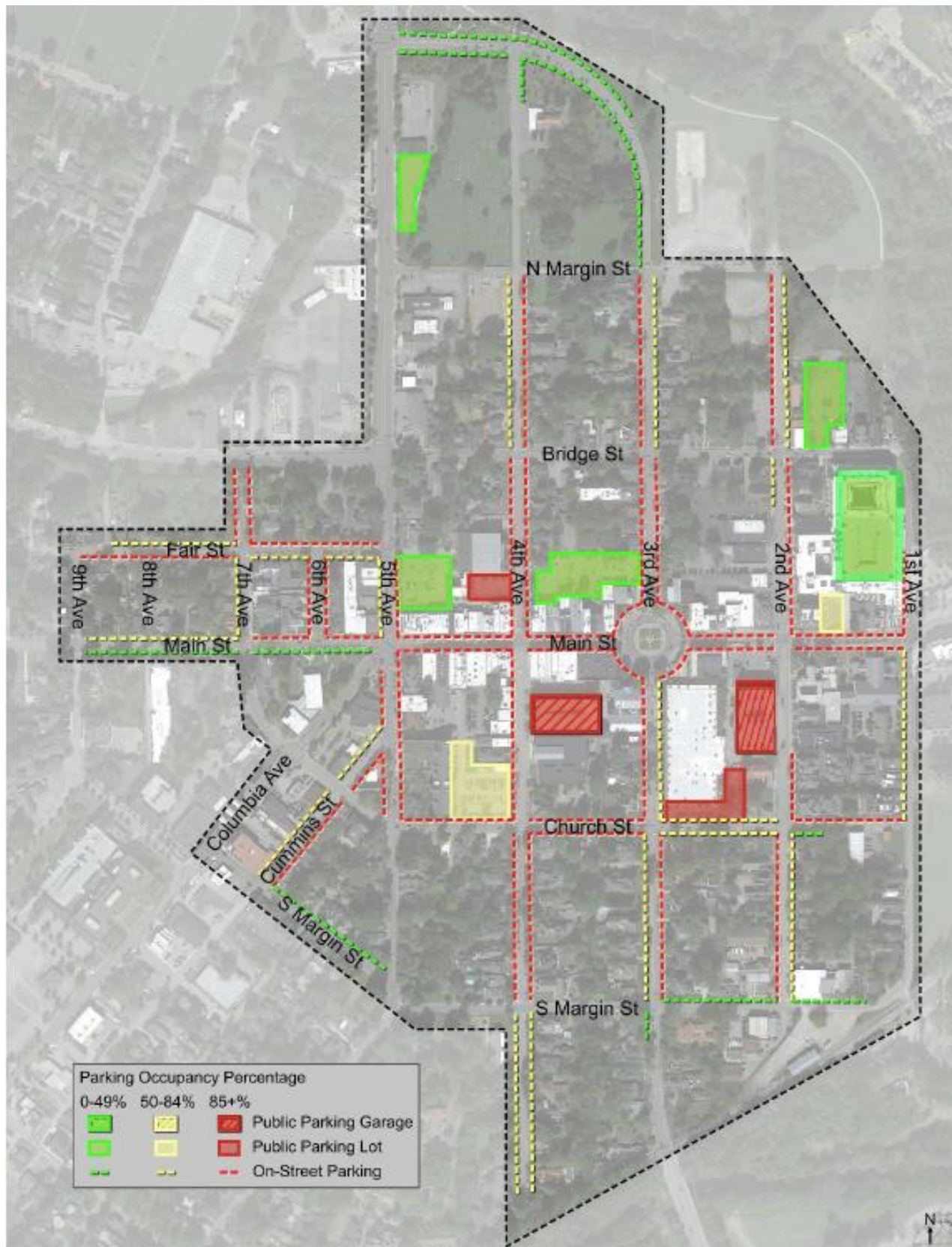


Figure 13 Friday Mid-Day Peak Parking Occupancy

2.3 Parking Duration

The duration study was conducted on Friday, August 19, 2022. Due to the cost of the duration study, one representative day was taken for this part of the study. The main objective of the duration study was to measure the effectiveness of the 2-hour time restriction, as well as how long a typical downtown core area visitor might be staying. Walker Consultants compared the 2022 data to the 2016 data to help in determining how effective the 2-hour time limit was in turning over on-street parking within the Main Street area.

Overall, approximately **90% of the vehicles parked in time restricted parking are complying with the 2-hour time limit**, meaning they are staying 2 hours or less. 65% - 70% of this 90% are staying 1 hour or less in the 2-hour time restricted locations. For on-street parking that does not have 2-hour time limit restrictions, in general, approximately **70% of vehicles are still staying 2 hours or less in those spaces**.

For most on-street parking in the vicinity of the downtown core area (1 – 2 blocks from Main Street), it is rare for vehicles to stay longer than 3 – 4 hours. While there were vehicles recorded that stay over 4 hours, the percentage of these vehicles along any street within a few blocks of Main Street is low (less than 10%).

Conversely, the 2nd and 4th Avenue garages show a higher percentage of vehicles that are staying longer than 4 hours. The 2nd Avenue garage includes 30% - 40% of the vehicle capacity staying longer than 4 hours, whereas the 4th Avenue garage remains somewhat steady at approximately 25% of the vehicles staying longer than 4 hours. The 2nd Avenue garage typically shows around 210 vehicles staying longer than 4 hours, whereas the 4th Avenue garage typically reports around 240 vehicles staying longer than 4 hours (capacity of the 4th Avenue garage is higher). Typical 24-hour totals for vehicles entering/exiting the garages are 600 – 700 vehicles for the 2nd Avenue garage and 1000 – 1200 vehicles for the 4th Avenue garage according to the new parking system.

Given this information, and the information collected by the Walker Consultants report, it is safe to surmise that the City of Franklin accommodates well over 2000 visitor vehicles per day via free garages, on-street parking, and private pay parking lots/garages. Considering most visitors have 2 or more occupants per vehicle, this supports the data of 1.8 million visitors per year (approx. 4900 per day) to Williamson County, with a major portion of those visiting downtown Franklin.

More detailed on-street duration data is provided in the Appendix.

2.3.1 Comparison to 2016

The duration data was also compared to the 2016 duration data in the Walker Consultant study. It was reported in the study that turnover is more frequent than it was in 2016. The 2022 data supports this statement and the main objective of the 2-hour parking limit. 1-2 hour durations increased while longer (3+ hour) on-street parking durations decreased. In other words, vehicles parked for 1-2 hours in 2016 made up approximately 65% - 75% for on-street parking duration. This increased to approximately 90% of the vehicles occupying on-street spaces for 1-2 hours in 2022, producing greater turnover for these convenient on-street spaces.

3 Downtown Bypass Routes/Intersections

This section of the downtown report dives a little deeper into intersections and/or routes in the downtown core area that experience high volumes of vehicular pass-through traffic. While not every route was studied in the downtown core area, some of the main bypass routes were further studied to see if there were any positive effects of the Mack Hatcher northwest extension being opened in November 2021. The TOC staff, as well as many other local residents, know the main bypass routes in downtown Franklin. Most 'pass-through' traffic does not enter the Town Square/Main Street area, but rather skirts the outside of the downtown core area via South Margin, Church Street and Bridge Street.

Signal timing for the downtown core area has always promoted a healthy combination of accommodating vehicle and pedestrian traffic. ***The downtown signal timing reduces pedestrian delay to promote walkable communities.*** When this is done, vehicle delay tends to go up, which moves cut-through traffic to bypass routes that are "less" pedestrian traveled. Reduction of vehicular traffic is the main objective in helping to keep downtown vibrant and pedestrian friendly, while keeping traffic moving as efficiently as possible.

3.1 Bypass – Mack Hatcher NW Extension

Prior to reviewing downtown intersections to see the extent of any vehicle volume decreases, it is important to look at 2022 traffic on the Mack Hatcher NW Extension itself. The TOC team has been monitoring the volumes with static vehicle detection devices that were installed with the Mack Hatcher project, as well as through detection installed on Cool Springs Boulevard with the adaptive signal project. These detectors can produce 24-hour counts, as well as peak hour counts and can be queried at most any point in time. [Figure 14](#) represents the average daily traffic on the Mack Hatcher NW extension, as well as the increase or decrease on other, surrounding and connecting arterial roadways. Volume numbers were rounded so the overall trend between 2019 and 2022 could be easily captured for each area where volumes were compared.

When the volumes were pulled from the existing detection, as well as utilizing the TDOT AADT information where 24-hour vehicle detection was not available, the increase of volume on Mack Hatcher is fairly significant. In fact, in 2022, we are already well above the 14,000 vehicles per day forecasted upon the opening of this northwest extension. Surprisingly, shortly after opening the extension, 24-hour traffic volumes were at that 14,000 forecasted number. One year later, that number has increased to 16,000 vehicles per day today in 2022. Some items of note when reviewing Figure 14, The added volume on Mack Hatcher is split between heading north on Franklin Road, East to I-65 on Cool Springs Boulevard, and south to SR-96E (Murfreesboro Road).

It should be noted, the 16,000 vehicles on the northwest extension aren't 100% new trips. These trips are mostly from reductions on both Old Hillsboro Road and Hillsboro Road itself where traffic would traverse Del Rio and New Hwy SR96 West to Hillsboro Road and/or cut through downtown on Bridge Street to Franklin Road or SR96 East (Murfreesboro Road).

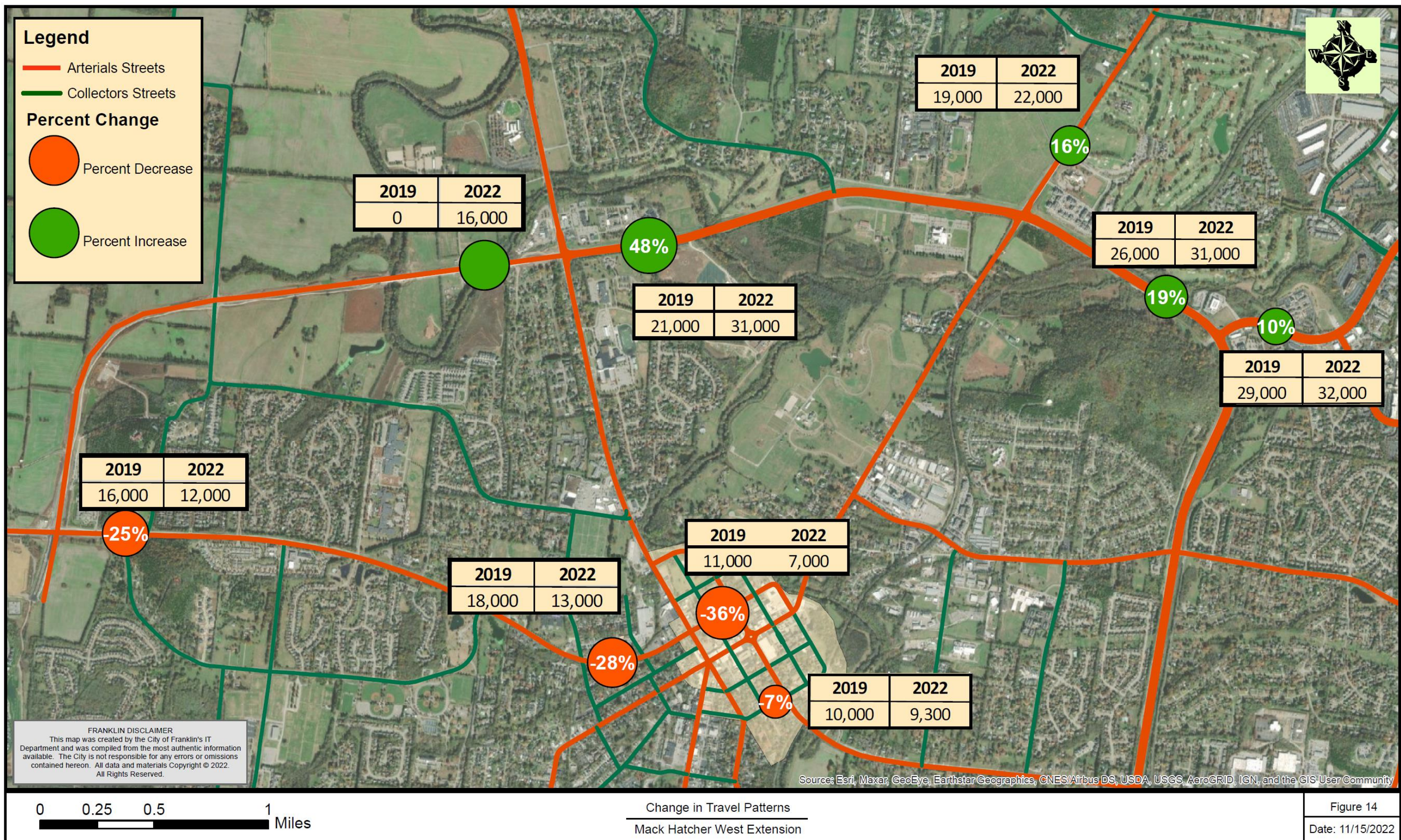


Figure 14 Mack Hatcher NW Extension Pattern Chang

3.2 Bypass - Bridge Corridor

The first corridor that was studied as a result of the Mack Hatcher northwest extension was the Bridge Street corridor. This was the most direct route for New Hwy SR96W traffic coming from the west side of Franklin to traverse north and east to Franklin Road and the Cool Springs area. Queuing of the Bridge Street corridor frequently was extensive in the AM peak eastbound. Queues would extend up 1st Avenue North and around Bridge Street to 2nd Avenue North. Conversely, in the PM peak, queuing frequently occurred from 5th Avenue to 3rd Avenue for the westbound direction. At these times of the day, most traffic had to wait a minimum of two traffic signal cycles to get through those major intersections (1st and Main; 5th and Bridge). Today, observations have shown that these queues are greatly reduced with most vehicles getting through the major intersections within one traffic signal cycle.

24-hour counts for this corridor were performed in 2013 and again in 2022. The 24-hour volumes are shown below. The map in Figure 14 applied a conservative growth rate of 0.5% to get to 2019 approximate equivalent volume shown in Figure 14 for Bridge Street. As can be seen, this corridor, as well as New Hwy SR96 West, has exhibited the greatest reduction in cut-through traffic with the opening of the Mack Hatcher northwest extension.

24-Hour Volume	
2013	10060
2022	6796

3.3 Bypass - South Margin at 3rd Avenue South Intersection

Intersection counts for 3rd Avenue South at South Margin were taken in 2017, 2021 (prior to the Mack Hatcher NW extension opening) and again in 2022 with the NW extension open. Overall, this intersection saw a 6.5% decrease in 24-hour total volume and a 3% peak hour volume decrease after the opening of the Mack Hatcher NW extension. 2017 and 2021 volumes (before the NW extension) were relatively the same with less than a 1% growth rate, per year, from 2017 to 2021.

24-Hour Volume	
2017	22872
2021	23549
2022	22009

Peak Hour Volume	
2017	1807
2021	1825
2022	1771

A shift in the time of day that the highest peak hour occurred was observed as well, after the NW extension was opened. This highest peak hour went from the more traditional 4 pm – 5 pm hour and is now the 3 pm – 4 pm hour after the NW extension opening. Both the AM and PM traditional peak periods show the

most reduction with the NW extension open, likely with commuter traffic shifting to Mack Hatcher, while school (car rider) and destination traffic has not shifted due to location. It is surmised that this school/destination traffic makes up most of the 3 pm – 4 pm peak traffic since both Freedom Middle/Intermediate and the area high schools dismiss between 2:30 and 3 pm and routes to get to those schools tend to run through the downtown core area bypass routes.

4 Summary and Recommendations

This study was completed to give a visualization of vehicular traffic that traverses to or through the downtown core area, including an overall parking update for that destination traffic. While specific ‘circulation’ of all local downtown streets was not studied, various corridors or intersections were looked at to confirm the utilization of the Mack Hatcher northwest extension, which opened one year prior to this study in November 2021. Specific local street utilization, or circulation, for downtown cut-through traffic is widely known by the Traffic Operations team, as well as most local residents performing this maneuver. There are many combinations of local street options for residents to get ‘around’ Main Street and Downtown Square, without having to traverse those congested areas, however, it is known that the most utilized streets for cut-through are South Margin, Bridge Street and Church Street, with many numbered avenues serving as connecting options to these routes.

4.1 Signal Timing

The downtown cut-through routes stated have more favorable timing for vehicles than for pedestrians (i.e. longer pedestrian delays), by design, to try and keep vehicles away from Main Street. That said, the traffic signals are also not 100% optimized for the vehicle demand volumes that are encountered. In other words, there is an upper limit to how much green time is given. Often, at peak times, vehicles at various movements will have to wait two cycles of a traffic signal to get through the major intersections, such as 3rd Avenue South at South Margin Street. Simply said, the vehicle demand is too large for these types of geometrically challenged intersections, but green times cannot be increased due to pedestrian demand and limited vehicle stacking lengths should wait [red] times become too long. With the change in traffic patterns and volumes downtown, and since the downtown area has not been retimed in almost 5 years, it is recommended that the ***TOC fund a retiming project to the Traffic Engineering On-Call consultant to retime the downtown area to optimize vehicles and pedestrians based on new volumes and traffic patterns.***

4.2 One-Way Streets

One common solution for vehicular traffic congestion that has been raised for the downtown core area is convert certain streets to one-way pairs, or produce a ‘one-way system’. One-way streets are common in larger cities with grid systems. Typically, one-way streets are designed when two-way traffic volumes start to create gridlock for nearby intersections and when there is a need to accommodate heavy directional flows. When cities start to build high-rise buildings and/or greater density inside a grid street system, the need for one-way streets amplifies in order to create proper traffic flow and to move traffic in general. There are also drawbacks to one-way streets. They are as follows:

1. Stop conditions between signalized intersections on a one-way system need to be converted to traffic signals or eliminated
2. Greater speeds
3. Increased travel distance to a destination
4. Driver (visitor) confusion
5. More difficult emergency access
6. They can change the character of an area/block

Conversion of a pair of bypass routes to a one-way system would need community support and greater engineering study. For example, converting South Margin to a two-lane eastbound one-way street and Church Street to a westbound one-way street would require some geometric improvements, traffic signal changes, as well as study of traffic flows for businesses, driveways, and other areas that would be affected. ***At this time, given downtown core area volumes and conditions, it is NOT recommended that a study to convert two-way streets to one-way streets be conducted.*** While there may be short periods of time that gridlock occurs and special conditions for when it occurs, it is not a daily occurrence and would change the character of downtown Franklin, promoting easier cut-through access and higher speeds.

4.3 Geometric Improvements

Geometric improvements, such as adding turn lanes or widening roadways, are difficult in a historic City, such as Franklin. Right-Of-Way is typically limited to do any such improvements. Homes and Businesses do not have 'front yard' to give and eliminating street parking is an unpopular tradeoff. Plus, widening streets produces higher speeds, not conducive to pedestrian friendly communities.

The parking study update found herein certainly indicates that parking is available at most times of the day, which may favor the ability to eliminate some on-street parking to gain turn lanes and wider street cross-sections. However, this available parking is usually via private [pay] lot, or further than 1 or 2 blocks from Main Street and the Square. A similar argument could be made for eliminating on-street parking to widen the sidewalk system to promote walking and/or biking. ***While it is not always a popular option, elimination of some on-street parking should be further explored and studied for either pedestrian/bike or vehicular benefit where deemed necessary.***

4.4 School Car-Rider Vehicular Traffic

With the onset of remote work in the past few years, it is much more common for parents to drive their children to school rather than have them take the bus. This is apparent in the FSSD bus occupancy study of the day with typically the 'most' bus ridership. The bus occupancy for Freedom Intermediate/Middle is still below 70% occupancy (using 2 per seat) at 'peak' ridership. The car-rider traffic produces hundreds of vehicles of demand for the area schools mentioned and a good portion of these have to cut through the downtown core area, per the zoning figures previously shown. These vehicles usually flood the system within a one-hour (or less) period of arrival or dismissal, which can tax the existing roadway network and makes it difficult for roadways to recover, especially for the PM peak.

There is no easy solution to try and promote bus ridership for our schools. In searching for solutions, where car-ridership has become a problem elsewhere (in urban areas) for schools, the schools have issued a limited number of car-rider 'permits' that are applied for in the beginning of the school year. For high schools, some school districts have limited parking and thus issue parking permits based on grade level and availability to try and cut down on vehicles. This would likely lead to more parent drop-off if parking permits are issued at high schools, not exactly alleviating the 'too many vehicles' issue. ***The most likely scenario would be that a future middle school would be necessary (due to development) and built on the east side of the City, helping to lessen downtown cut-through traffic.***

4.5 Dynamic Message Signs (Parking/Other)

Another, often utilized, tool deployed in cities across the US is 'mast arm' mounted Dynamic Message Signs (DMS) that can relay important messages, including where parking is located and how many spaces are available. With the new parking garage system, these types of smaller DMS could be easily deployed on downtown mast arm uprights and fed garage availability information and other important messages. Or if only parking availability was needed, instead of dynamic messaging, smaller signs could be incorporated with a mix of static and dynamic LED sign displays. Examples are given in the figure below.



Figure 15 Dynamic Message Sign Examples

The advantage of these signs is to get people to the garages and/or information about how full the garages are so they seek other parking areas. Detour and/or event messaging could also be displayed on the full matrix sign.

5 APPENDIX



Prepared for City of Franklin, Tennessee

DOWNTOWN FRANKLIN ON- AND OFF-STREET PARKING OCCUPANCY AND DURATION STUDY

October 4, 2022



WALKER
CONSULTANTS

EXECUTIVE SUMMARY

With regards to the parking occupancy survey, we draw the following conclusions:

- For all three days surveyed, at most times of the day, there was parking space availability within the study area. The overall peak occupancy of 78 percent occurred midday on weekdays. Weekday evenings and the Saturday that was studied averaged lower occupancies, at 45 percent occupied. Some items to note related to higher occupancies observed:
 - In Walker's identified Central Core (from 2nd Avenue to 5th Avenue and North Bridge Street to Church Street) parking occupancy reached 104 percent. A parking occupancy greater than 100 percent is possible because more vehicles were parked than there are identified spaces.
 - Elsewhere, in the northern and southern portions of the study area, parking occupancy never reached higher than 75 percent. In the eastern portions of the study area occupancy reached as high as 88 percent. In the west, occupancy reached 90%.
- The 4th Avenue Garage filled or almost filled to capacity during the daytime on all three study days.
- Moreover, on-street spaces located in the Central Core of the downtown were observed to be mostly occupied on all three days, both during the daytime and evenings.

The following summarizes the duration of stay survey results:

- The data shows that the posted time limits and parking enforcement are largely having the intended effect of limiting the dwell time of vehicles parked on street and creating vehicular turnover of these most visible spaces.
- In 2016, most downtown on-street parking was signed with four-hour time limits. With the shorter mostly two-hour durations permitted today, the data show that average lengths of stay have decreased.
- In some cases, it does appear that more rigorous enforcement of the existing time limits could yield additional compliance with the posted time limits. On nearly every street where time limits are present (less than 24-hours), Walker observed users staying longer than the posted time restrictions.

PARKING INVENTORY/OCCUPANCY STUDY

The City of Franklin, Tennessee (City) engaged Walker Consultants (Walker) to update field data collected for its 2016 downtown parking study. Walker's charge for this assignment was to confirm the parking-space inventory of selected parking spaces, record observed parking occupancy, and measure duration of stay for selected on-street parking spaces in downtown Franklin. A similar study was performed in 2016, where the busiest times occurred between 12:00 noon and approximately 2:00 p.m. During these counts, the 2nd Avenue and 4th Avenue Garages were utilized at 67% and 99%, respectively.

CURRENT PARKING INVENTORY

In order to update the study, Walker validated the inventory of all parking spaces within the study area, the boundaries of which are illustrated in the exhibit located on the following page. This inventory validation occurred on Wednesday, August 17, 2022. Every space in each City-identified surface parking lots (of which were public and private), both City-owned garages, and all on-street spaces were counted. Walker tallied the full inventory at 1,871 parking spaces. It is worth noting that in several on-street locations, especially those where the parking regulations are more lenient, there is no signage or paint marking the number of spaces or designating whether parking is allowed. If there were vehicles parked in a particular on-street location, or if a user would consider it "available," Walker counted it as part of the system.

The following exhibit displays the breakdown of parking inventory, or capacity, for the study area.

Exhibit 1: Parking Inventory

	Capacity
On-Street	755
2nd Avenue Garage	303
4th Avenue Garage	345
Public Lots	112
Private Lots	356
Total	1,871

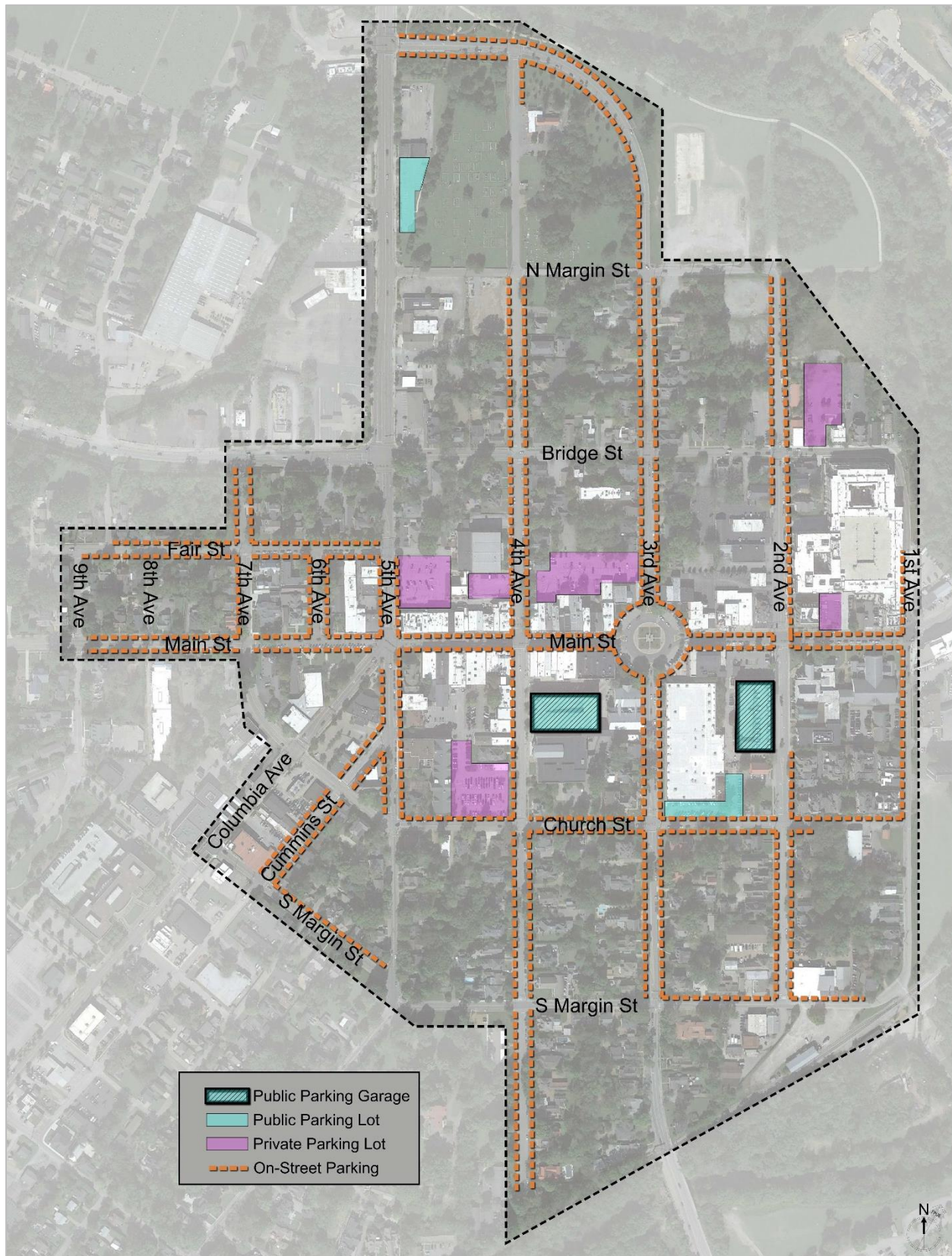
Further details of both the inventory and occupancy will be shared with the City in a Microsoft Excel spreadsheet.



DOWNTOWN FRANKLIN LOOKING NORTHWEST TOWARD HARPETH SQUARE AT 2ND AVENUE NORTH AND EAST MAIN STREET



Exhibit 2: Study Area

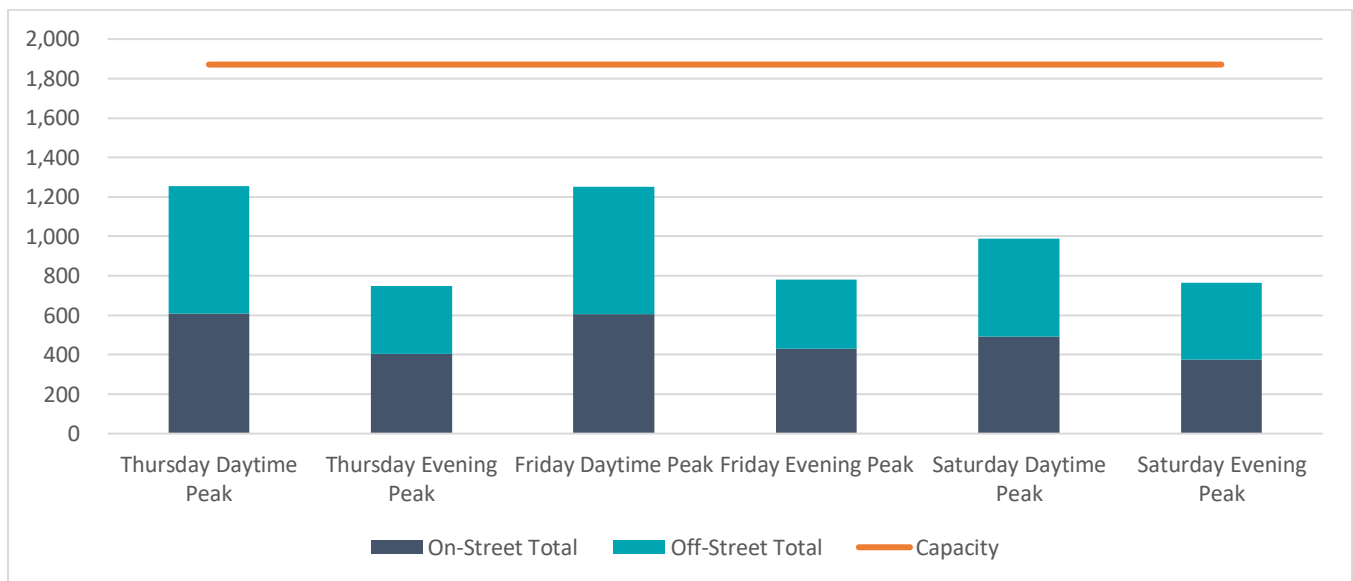




PARKING OCCUPANCY

Walker performed occupancy counts every thirty minutes for all spaces within the study area from 7:00 a.m. to 7:00 p.m. on Thursday, August 18, 2022; Friday, August 19, 2022; and Saturday, August 20, 2022.

Exhibit 3: Observed Parking Occupancy Peaks, by Day



The above bar chart indicates that Thursday, August 18th at 12:30 p.m., the system was at the highest observed occupancy. To better understand what this observed peak represents, we have further analyzed parking occupancy percentages by types of facilities and locations. We have grouped the on-street parking into the “Central Core,” plus four quadrants: north, south, east, and west. A map of these locations is displayed below in Exhibit 5.

Exhibit 4: Parking Occupancy Peaks, by Type of Parking

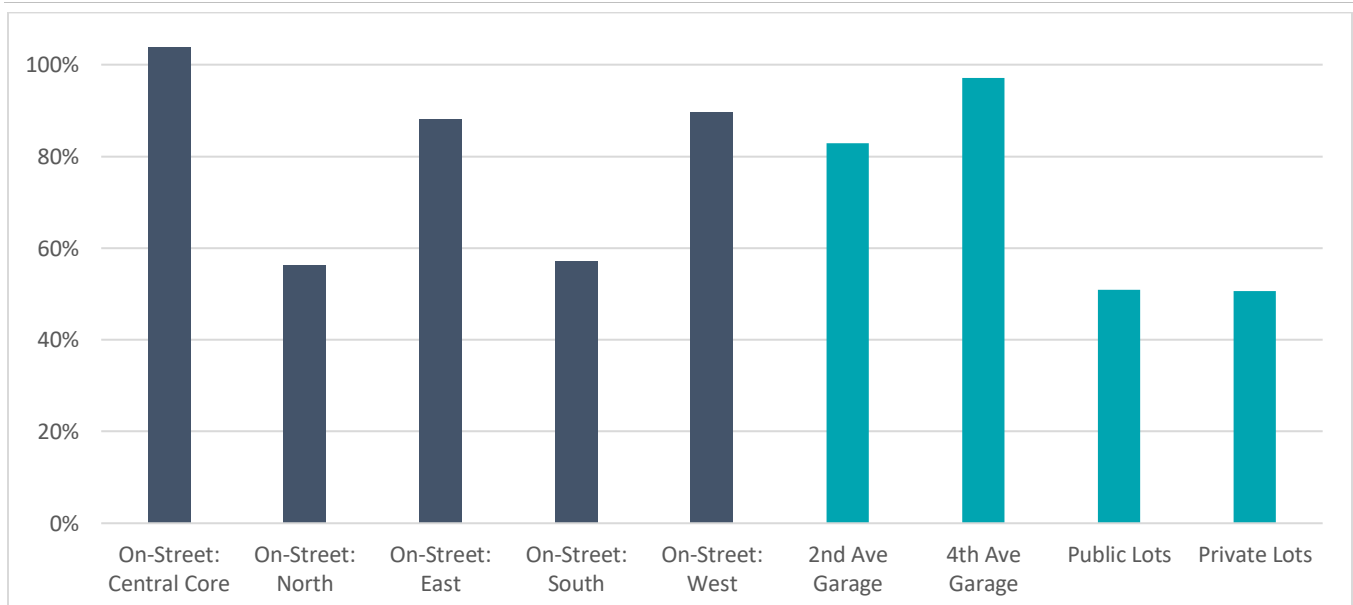




Exhibit 5: Franklin Zonal Map

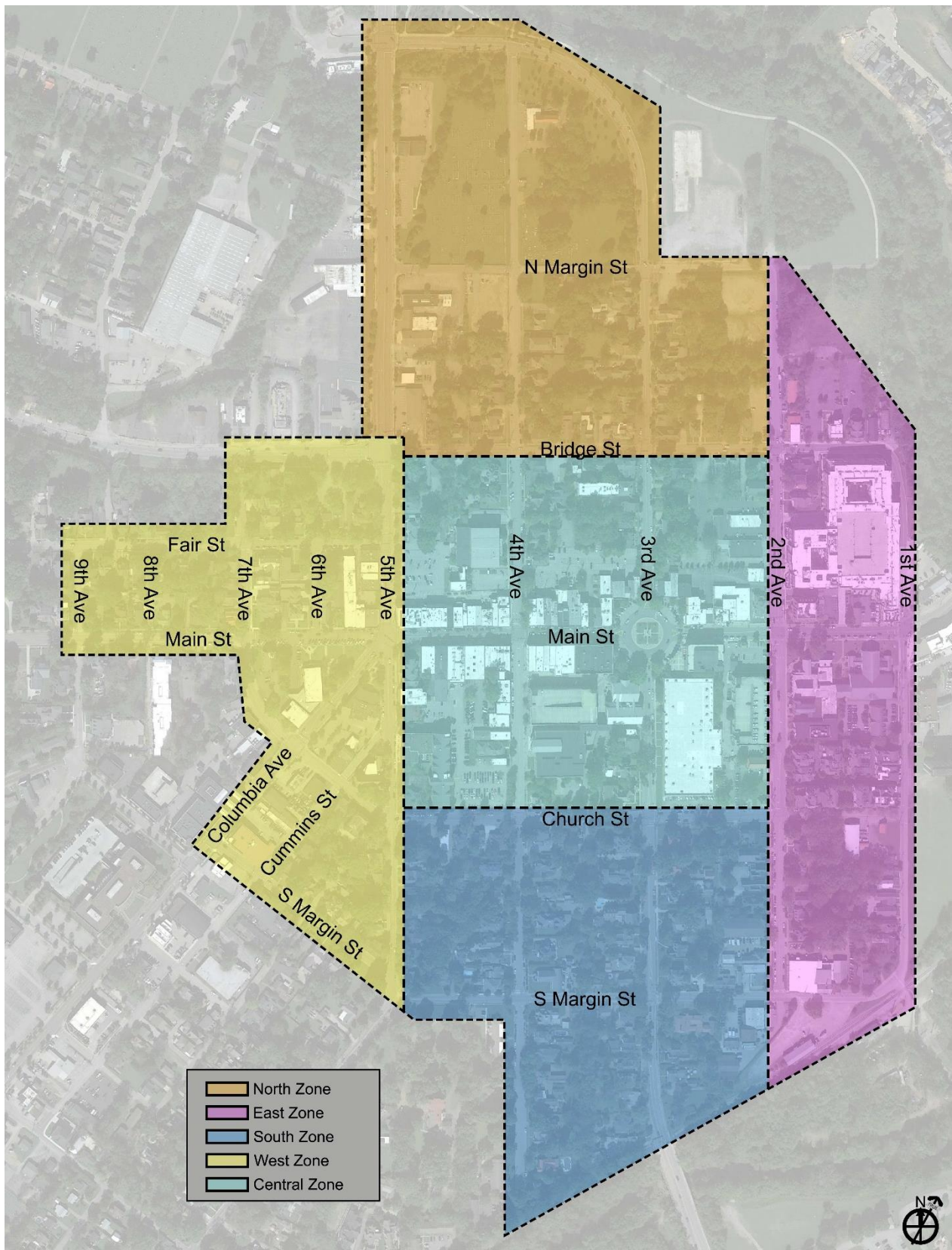


Exhibit 6: Parking Occupancy Percentages, by Location and Facility Type

	Capacity	Thursday Daytime Peak	Thursday Evening Peak	Friday Daytime Peak	Friday Evening Peak	Saturday Daytime Peak	Saturday Evening Peak
On-Street Total	755	81%	54%	80%	57%	65%	50%
Central Core	189	104%	88%	102%	93%	97%	92%
North	153	56%	16%	52%	24%	37%	13%
East	84	88%	62%	85%	63%	65%	52%
South	126	57%	24%	75%	31%	45%	25%
West	203	90%	65%	83%	63%	69%	52%
Off-Street Total	1,116	58%	31%	58%	31%	44%	35%
2nd Ave Garage	303	83%	42%	75%	38%	63%	55%
4th Ave Garage	345	97%	59%	98%	64%	84%	63%
Public Lots	112	51%	10%	71%	11%	12%	6%
Total	1,871	67%	40%	67%	42%	53%	41%

Key:

% = 0-49% occupied

% = 50-84% occupied

% = 85%+ occupied

Exhibit 6 aides in displaying that while the system peaked on Thursday at midday with and overall parking occupancy of 78%, there were parts of the system that only experienced 57% occupancy and others that were full (for all intents and purposes). The Central Core and the 4th Avenue Garage both experienced 99% occupancies at midday. Walker also noticed that the demand for parking was relatively stable, at similar times each day. This is noticeable during the weekday counts (Thursday and Friday). While we expected large dinner crowds, which there were, the overall demand for parking in the evenings were nearly half that of the busiest time during midday. This is likely because many employees left downtown between the hours of 4:30 p.m. and 5:30 p.m. and the number of restaurant patrons was not enough to offset these individuals. When reviewing the parking occupancy over a single day, the system, generally, represents a typical bell curve. The occupancy picks up only slightly for the dinner demand.

To understand where these cars were parked, the parking occupancy has been illustrated in a “heat map” format (similar to the exhibit above) in which 0-59% occupied is represented as green, 60-84% occupied is represented as yellow, and 85% and above are represented as red. While there was an easily identifiable peak at midday, this was not the case with the evening parking occupancy. Parking occupancy continued to decline throughout the counts during the evenings. In order to find and map the busiest time, where no classic “peak” is easily identifiable, Walker chose to only showcase the busiest time found after 5:00 p.m. (when evening crowds began to arrive).

The mornings had the least amount of demand for parking, where the occupied number of parking spaces was fewer than both the midday and evening counts.



Exhibit 7: Parking Occupancy Heat Map—Thursday 12:00 p.m.

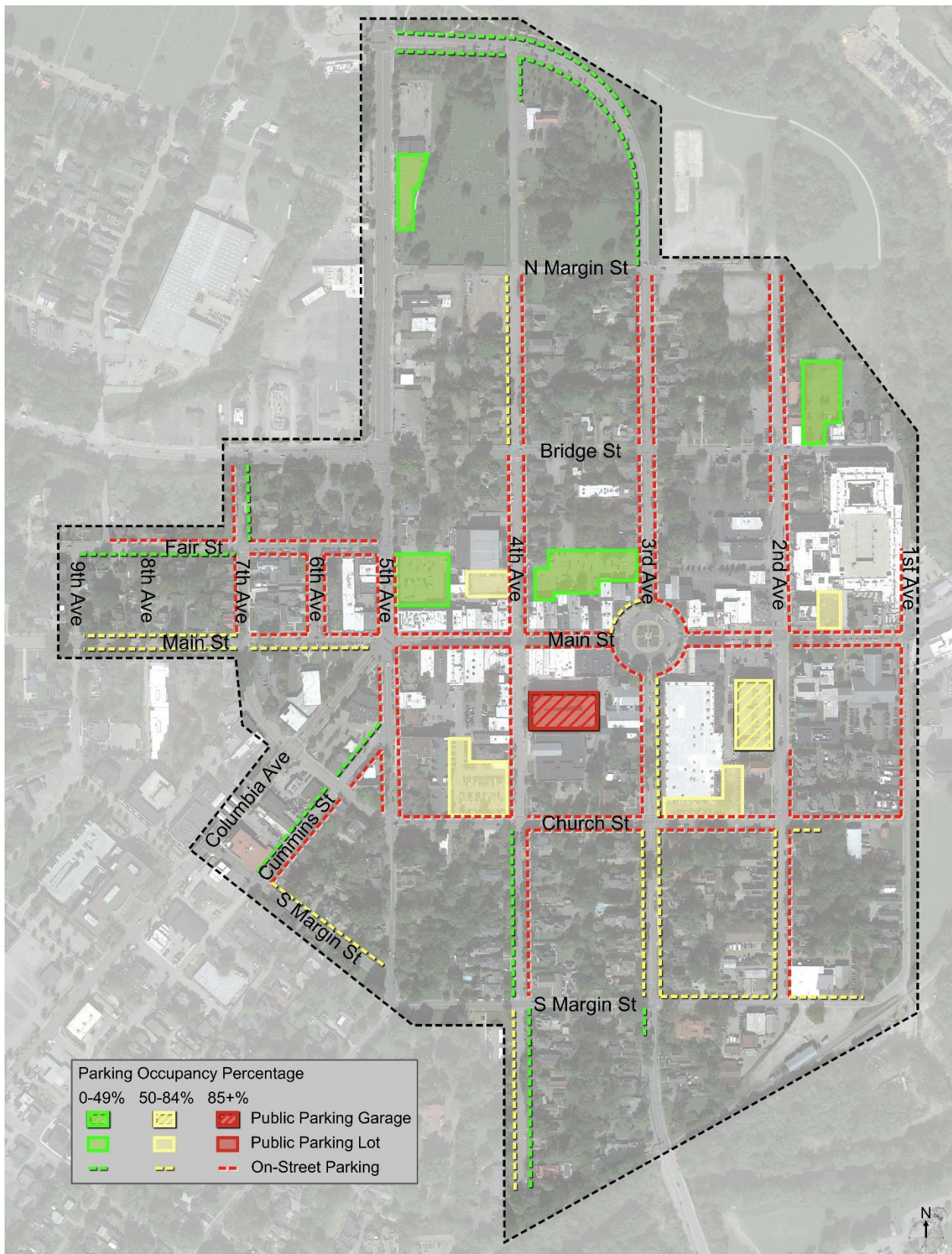




Exhibit 8: Parking Occupancy Heat Map—Thursday 6:00 p.m.





Exhibit 9: Parking Occupancy Heat Map—Friday 1:00 p.m.





Exhibit 10: Parking Occupancy Heat Map—Friday 5:00 p.m.

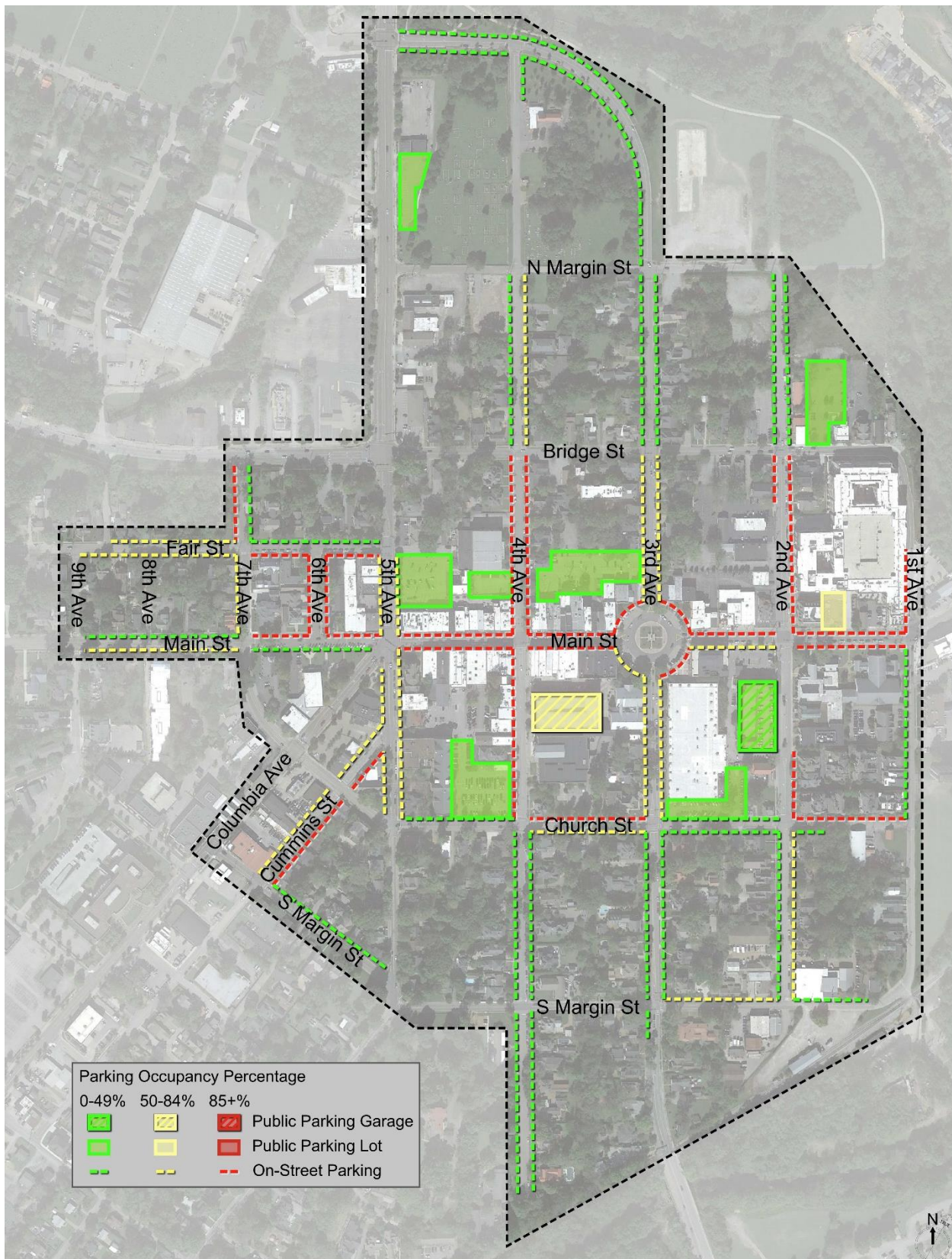




Exhibit 11: Parking Occupancy Heat Map—Saturday 1:00 p.m.

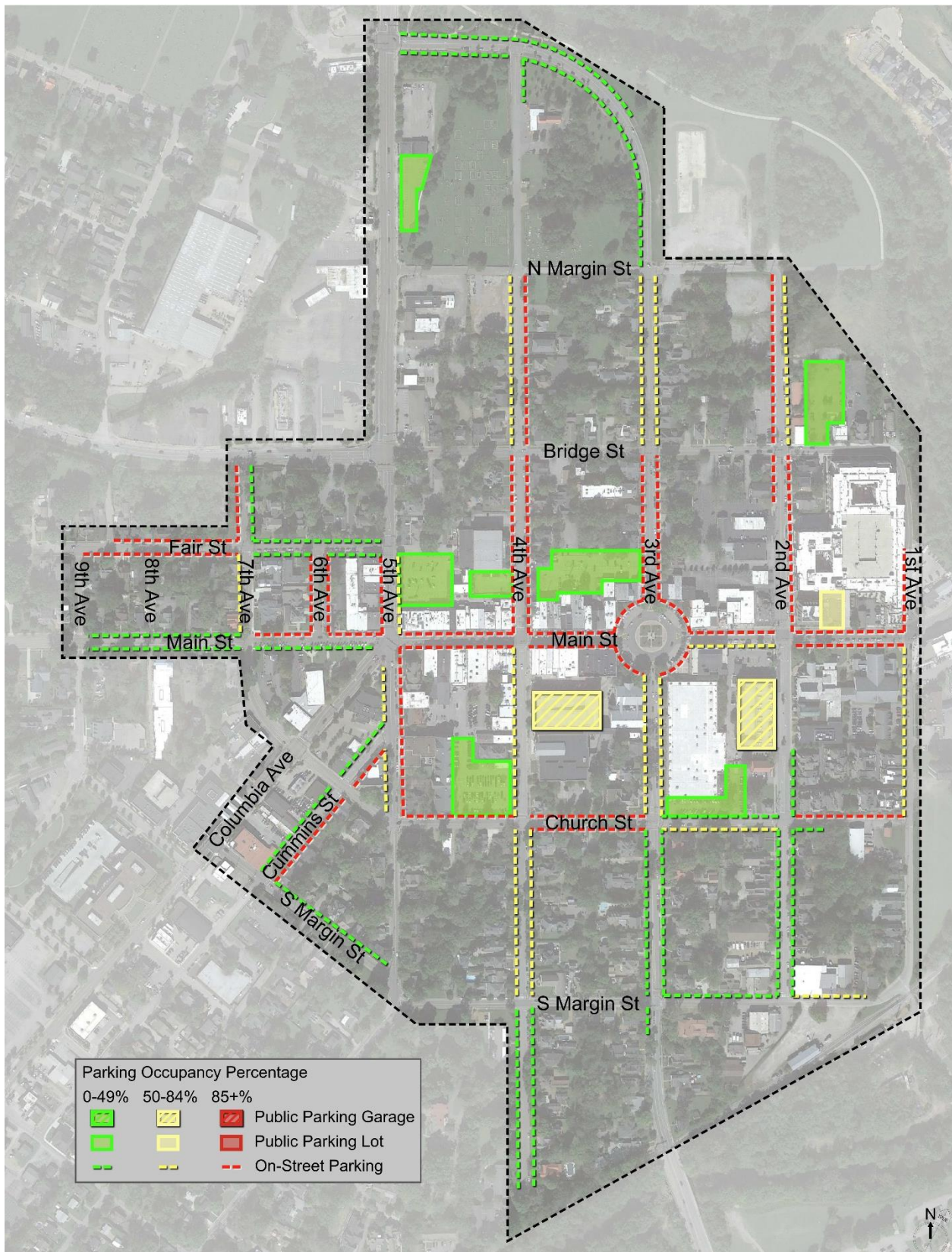




Exhibit 12: Parking Occupancy Heat Map—Saturday 5:00 p.m.

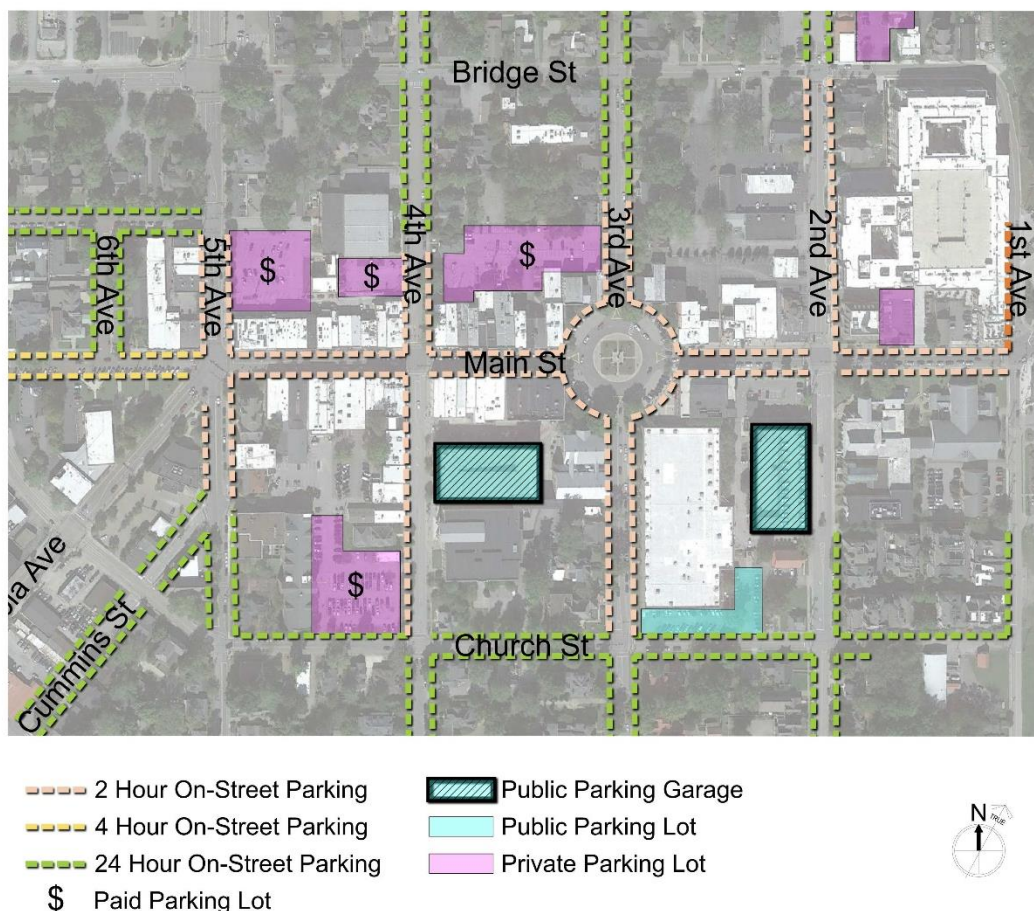


DURATION STUDY

Parking space duration of stay surveys were conducted for downtown on-street parking spaces to understand how parking is utilized throughout the day. Walker collected vehicle license plate data for an approximate 15-square block area. Collections were taken every hour from 8:00 a.m. to 5:00 p.m. The data was partitioned by streets in order to understand the patterns and parking habits of particular downtown areas.

In 2016, Walker performed a similar duration study. The on-street hours of enforcement, time restrictions, number of spaces available, type of vehicles allowed (e.g., ADA parking only), and in some cases, ability to park at all, have changed. The posted time limits in 2016 were generally 4-hour limits. In 2022, the restrictions are mixed and vary from 2-hour time limits (where users may park legally up to 2 hours), to unlimited (24 hour on-street parking), and in one location on Main Street, 4-hour limits¹. These are displayed in the exhibit below.

Exhibit 13: 2022 Parking Restrictions



While the downtown has grown and changed immensely in the last six years, we still felt it would be valuable to compare the two analyses. These comparisons are displayed in each section below.

¹ A 1-hour duration accounts for vehicles that were parked less than 1 hour, a 2-hour duration accounts for vehicles parked between 1-2 hours, a 3-hour duration accounts for vehicles parked 2-3 hours, etc.

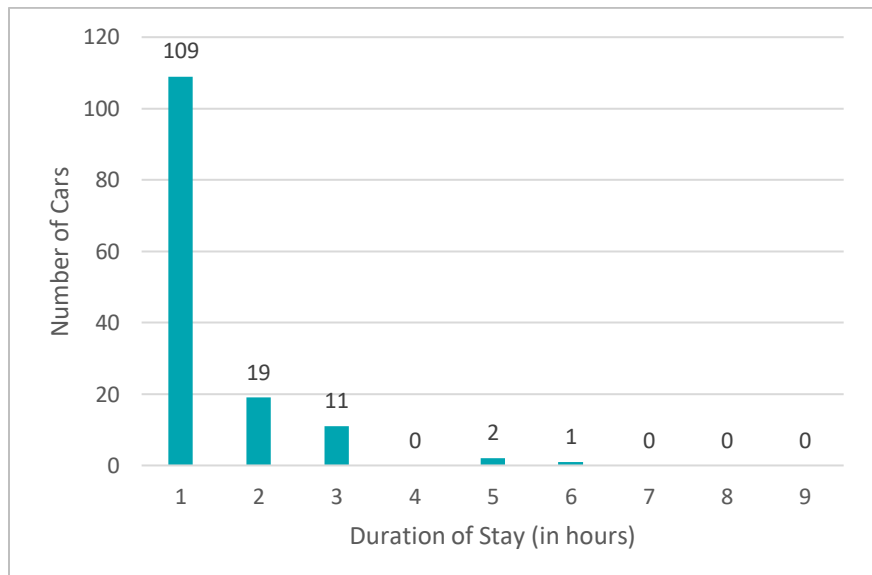
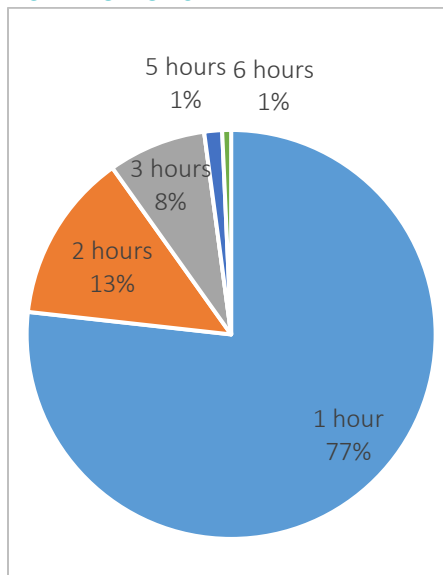
PUBLIC SQUARE

STUDY AREA



Walker conducted a license plate recognition (LPR) survey on Friday, August 19, 2022, between the posted hours of enforcement (8:00 a.m. to 5:00 p.m.). These LPR counts allow Walker to analyze parking space duration of stay for vehicles parked in on-street spaces located within the downtown of Franklin, Tennessee. This portion of our analysis focuses on the Public Square exclusively and all parking within each quadrant of the “circle”—totaling 38 parking spaces. In this portion of Franklin, there are posted regulations that indicate a 2-hour time limit.

DURATION OF STAY



2016 Data

Number of Hours	Number of Cars	Percentage	Hours Parked
1	102	63%	102
2	31	19%	62
3	14	9%	42
4	2	1%	8
5	7	4%	35
6	1	1%	6
7	2	1%	14
8	1	1%	8
9	1	1%	9
Total	161		286

2022 Data

Number of Hours	Number of Cars	Percentage	Hours Parked
1	109	77%	109
2	19	13%	38
3	11	8%	33
4	0	0%	0
5	2	1%	10
6	1	1%	6
7	0	0%	0
8	0	0%	0
9	0	0%	0
Total	142		196

Comparison

Vehicle Duration (hours)	Change in Percentage Points – 2016-22
1	13%
2	-6%
3	-1%
4	-1%
5	-3%
6	0%
7	-1%
8	-1%
9	-1%

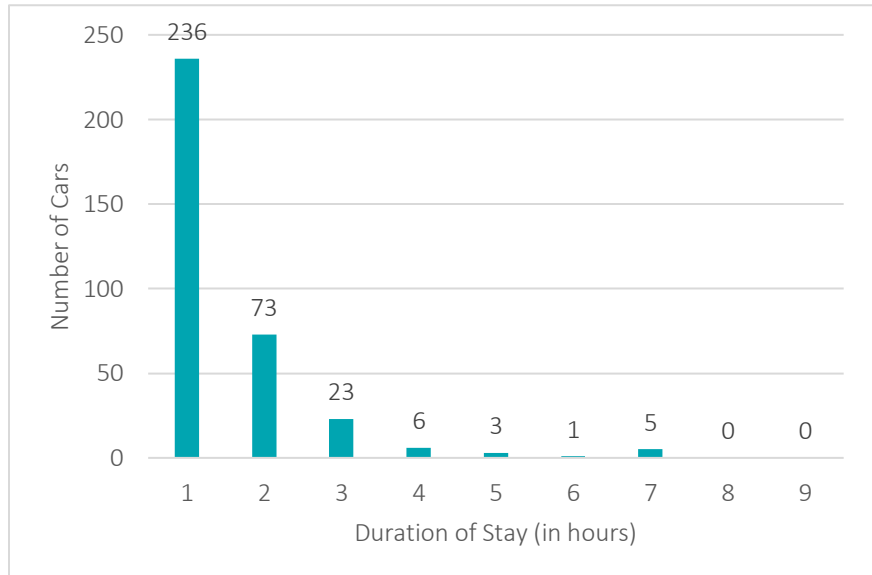
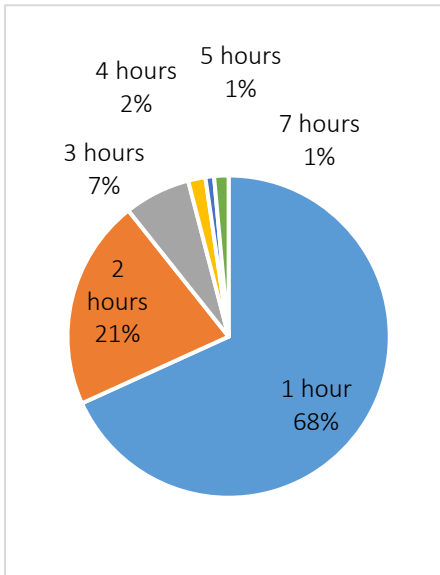
MAIN STREET

STUDY AREA



This portion of our analysis focuses on Main Street exclusively—between the 100 and 600 blocks. From 1st Avenue to 5th Avenue, there are posted regulations indicating a 2-hour time limit. However, further west, from 5th Avenue, the on-street parking along Main Street becomes less restrictive, allowing for a 4-hour time limit. Main Street totals approximately 130 on-street spaces.

DURATION OF STAY



2016 Data

Number of Hours	Number of Cars	Percentage	Hours Parked
1	164	52%	164
2	69	22%	138
3	38	12%	114
4	12	4%	48
5	7	2%	35
6	10	3%	60
7	5	2%	35
8	7	2%	56
9	3	1%	27
Total	315		677

2022 Data

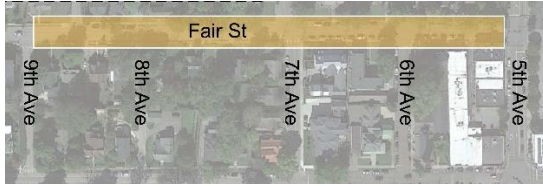
Number of Hours	Number of Cars	Percentage	Hours Parked
1	236	68%	236
2	73	21%	146
3	23	7%	69
4	6	2%	24
5	3	1%	15
6	1	0%	6
7	5	1%	35
8	0	0%	0
9	0	0%	0
Total	347		531

Comparison

Vehicle Duration (hours)	Change in Percentage Points – 2016-22
1	16%
2	-1%
3	-5%
4	-2%
5	-1%
6	-3%
7	0%
8	-2%
9	-1%

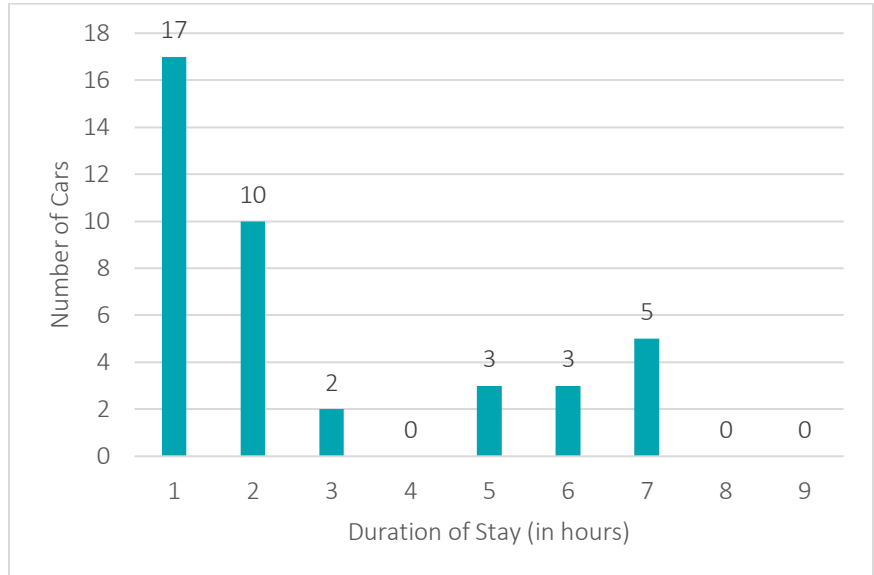
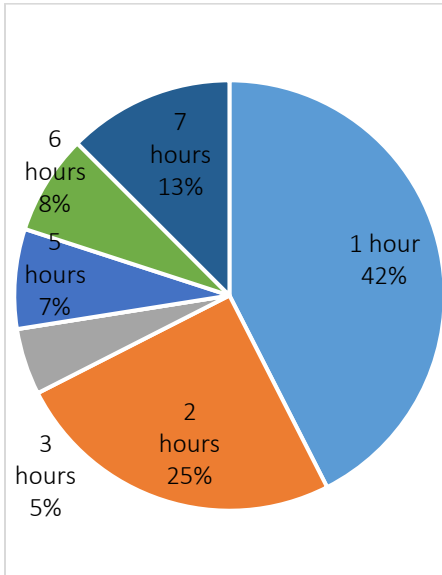
FAIR STREET

STUDY AREA



This portion of our analysis focuses on Fair Street—between the 500 and 900 blocks. From 5th Avenue to 9th Avenue, there are posted regulations indicating a 24-hour time limit. Walker’s analysis did not account for 24-hour usage. There are approximately 40 on-street spaces on Fair Street.

DURATION OF STAY



2016 Data

Number of Hours	Number of Cars	Percentage	Hours Parked
1	14	36%	14
2	4	10%	8
3	7	18%	21
4	0	0%	0
5	2	5%	10
6	3	8%	18
7	0	0%	0
8	5	13%	40
9	4	10%	36
Total	39		147

2022 Data

Number of Hours	Number of Cars	Percentage	Hours Parked
1	17	43%	17
2	10	25%	20
3	2	5%	6
4	0	0%	0
5	3	8%	15
6	3	8%	18
7	5	13%	35
8	0	0%	0
9	0	0%	0
Total	40		111

Comparison

Vehicle Duration (hours)	Change in Percentage Points – 2016-22
1	7%
2	15%
3	-13%
4	0%
5	2%
6	0%
7	13%
8	-13%
9	-10%

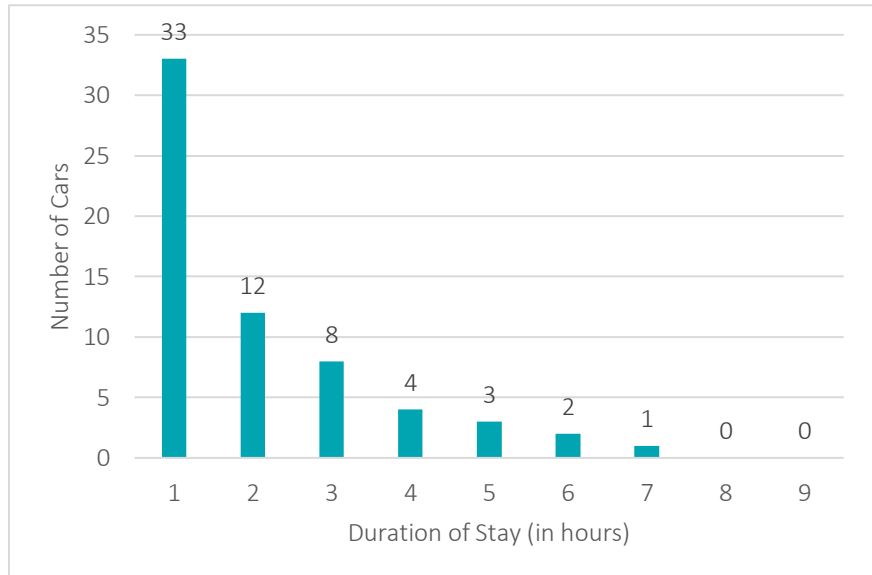
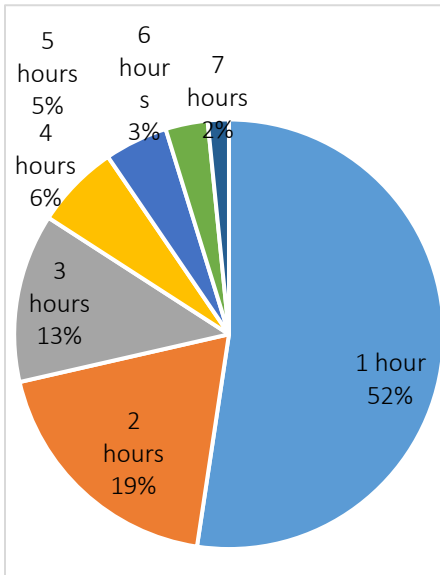
CHURCH STREET

STUDY AREA



This portion of our analysis focuses on Church Street—from 1st Avenue to 5th Avenue, where the online posted regulations indicate a parking is allowed 24 hours per day. There are approximately 35 on-street spaces on Church Street.

DURATION OF STAY



2016 Data

Number of Hours	Number of Cars	Percentage	Hours Parked
1	42	36%	42
2	20	17%	40
3	15	13%	45
4	6	5%	24
5	9	8%	45
6	7	6%	42
7	1	1%	7
8	12	10%	96
9	5	4%	45
Total	117		386

2022 Data

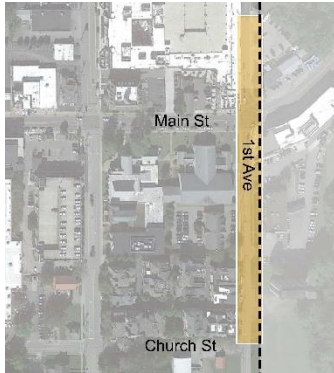
Number of Hours	Number of Cars	Percentage	Hours Parked
1	33	52%	33
2	12	19%	24
3	8	13%	24
4	4	6%	16
5	3	5%	15
6	2	3%	12
7	1	2%	7
8	0	0%	0
9	0	0%	0
Total	63		131

Comparison

Vehicle Duration (hours)	Change in Percentage Points – 2016-22
1	16%
2	2%
3	0%
4	1%
5	-3%
6	-3%
7	1%
8	-10%
9	-4%

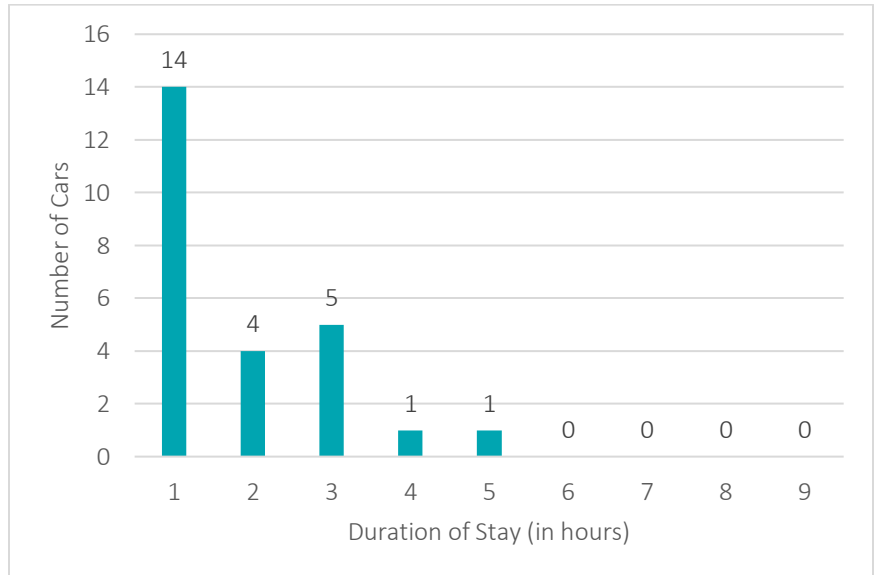
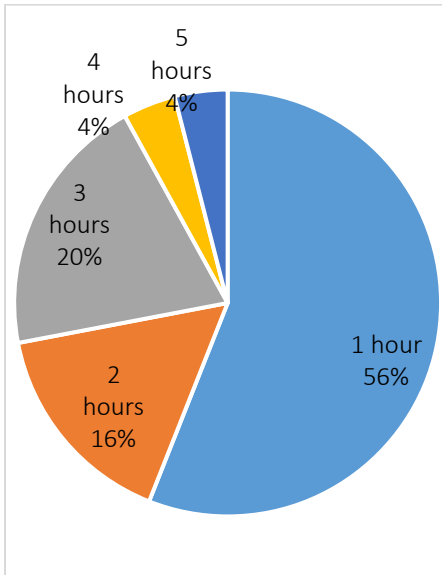
1ST AVENUE

STUDY AREA



This portion of our analysis focuses on 1st Street—from just north of Main Street to Church Street. There are regulations posted online that indicate only a portion of on-street parking along 1st Avenue allows for vehicles to remain 24 hours per day. However, we observed no signage indicating otherwise on any portion of 1st Avenue. There are approximately 15 on-street spaces on 1st Avenue.

DURATION OF STAY



2016 Data

Number of Hours	Number of Cars	Percentage	Hours Parked
1	1	33%	1
2	1	33%	2
3	0	0%	0
4	0	0%	0
5	0	0%	0
6	0	0%	0
7	0	0%	0
8	0	0%	0
9	1	33%	9
Total	3		12

2022 Data

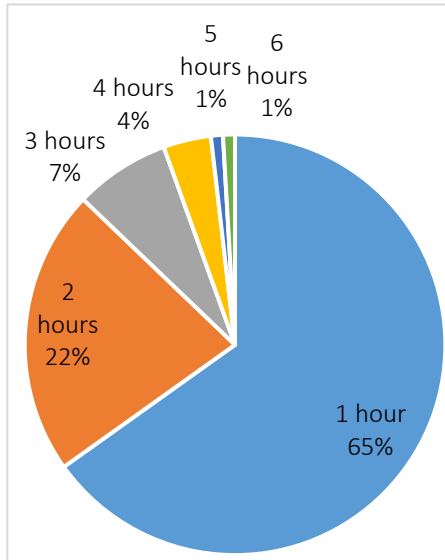
Number of Hours	Number of Cars	Percentage	Hours Parked
1	14	56%	14
2	4	16%	8
3	5	20%	15
4	1	4%	4
5	1	4%	5
6	0	0%	0
7	0	0%	0
8	0	0%	0
9	0	0%	0
Total	25		46

Comparison

Vehicle Duration (hours)	Change in Percentage Points – 2016-22
1	23%
2	-17%
3	20%
4	4%
5	4%
6	0%
7	0%
8	0%
9	-33%

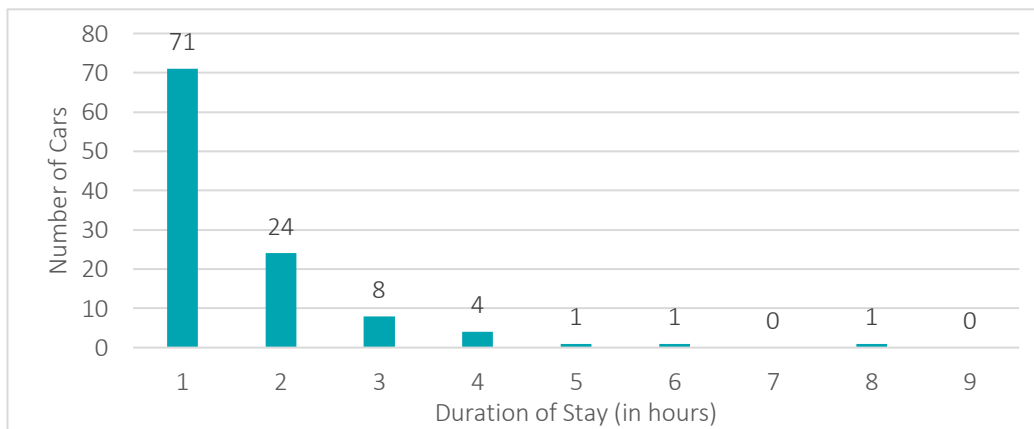
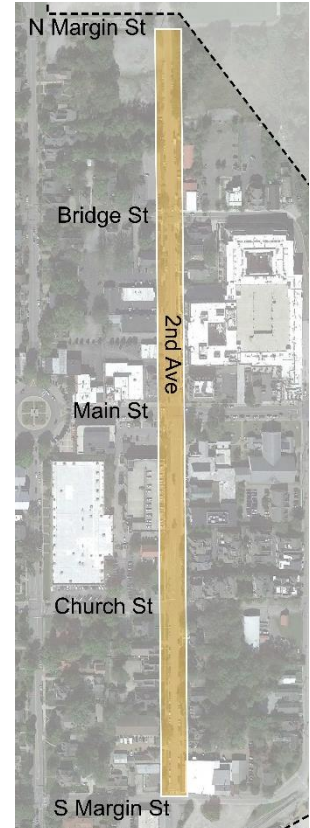
2ND AVENUE

DURATION OF STAY



STUDY AREA

This portion of our analysis focuses on 2nd Avenue—from North Margin to South Margin. There are approximately 70 on-street spaces on 2nd Avenue. The on-street regulations allow for parking along 2nd Avenue in all locations, however, for a portion, south of Main Street, on-street parking becomes illegal. This is adjacent to the 2nd Avenue Garage and accounted for in our analysis.



2016 Data

Number of Hours	Number of Cars	Percentage	Hours Parked
1	49	53%	49
2	7	8%	14
3	7	8%	21
4	4	4%	16
5	6	6%	30
6	7	8%	42
7	5	5%	35
8	3	3%	24
9	5	5%	45
Total	93		276

2022 Data

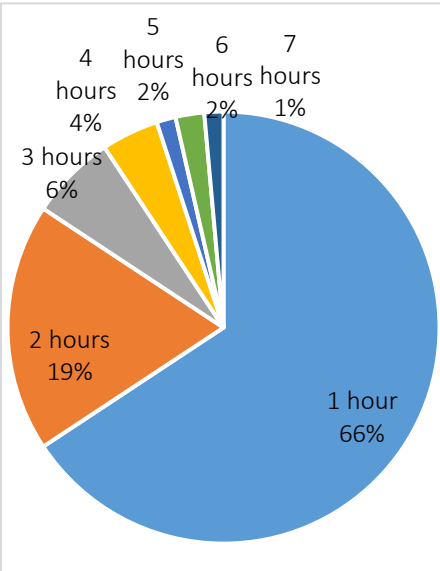
Number of Hours	Number of Cars	Percentage	Hours Parked
1	71	65%	71
2	24	22%	48
3	8	7%	24
4	4	4%	16
5	1	1%	5
6	1	1%	6
7	0	0%	0
8	1	1%	8
9	0	0%	0
Total	110		178

Comparison

Vehicle Duration (hours)	Change in Percentage Points – 2016-22
1	12%
2	14%
3	0%
4	-1%
5	-6%
6	-7%
7	-5%
8	-2%
9	-5%

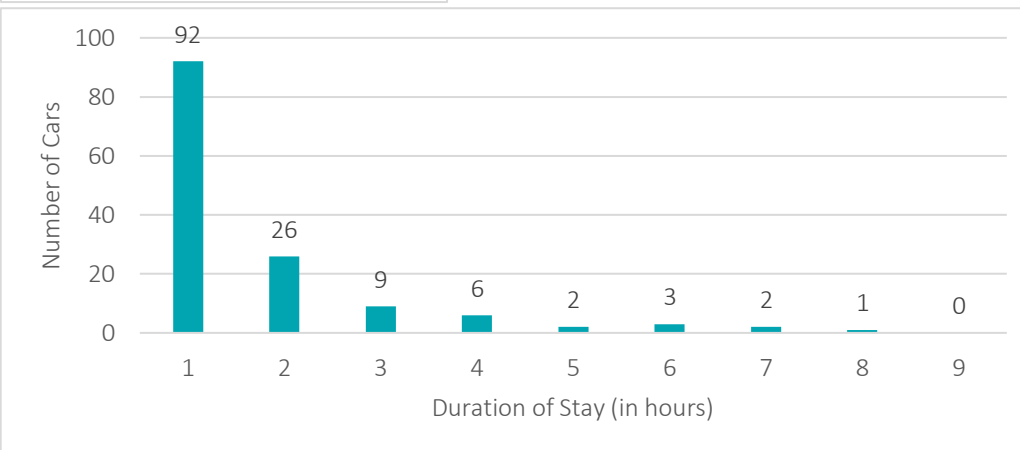
3RD AVENUE

DURATION OF STAY



STUDY AREA

This portion of our analysis focuses on 3rd Avenue— from North Margin to South Margin. There are over 140 on-street spaces on 3rd Avenue. Nearest the Public Square, time restrictions are limited to two-hours. As one moves towards North and South Margin Streets, the restrictions are loosened to 24-hour limits. Walker's analysis did not account for 24-hour usage.



2016 Data

Number of Hours	Number of Cars	Percentage	Hours Parked
1	87	54%	87
2	30	19%	60
3	17	11%	51
4	6	4%	24
5	7	4%	35
6	5	3%	30
7	1	1%	7
8	4	3%	32
9	3	2%	27
Total	160		353

2022 Data

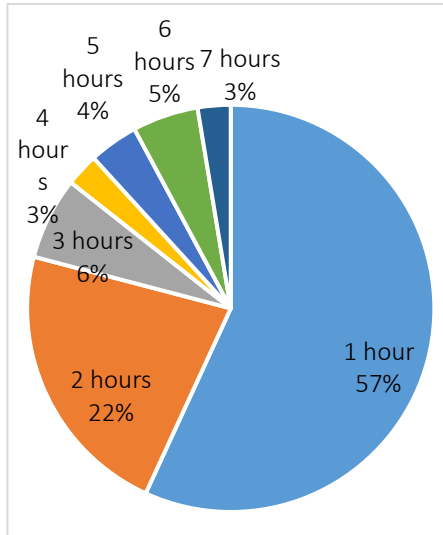
Number of Hours	Number of Cars	Percentage	Hours Parked
1	92	65%	92
2	26	18%	52
3	9	6%	27
4	6	4%	24
5	2	1%	10
6	3	2%	18
7	2	1%	14
8	1	1%	8
9	0	0%	0
Total	141		245

Comparison

Vehicle Duration (hours)	Change in Percentage Points – 2016-22
1	11%
2	0%
3	-4%
4	1%
5	-3%
6	-1%
7	1%
8	-2%
9	-2%

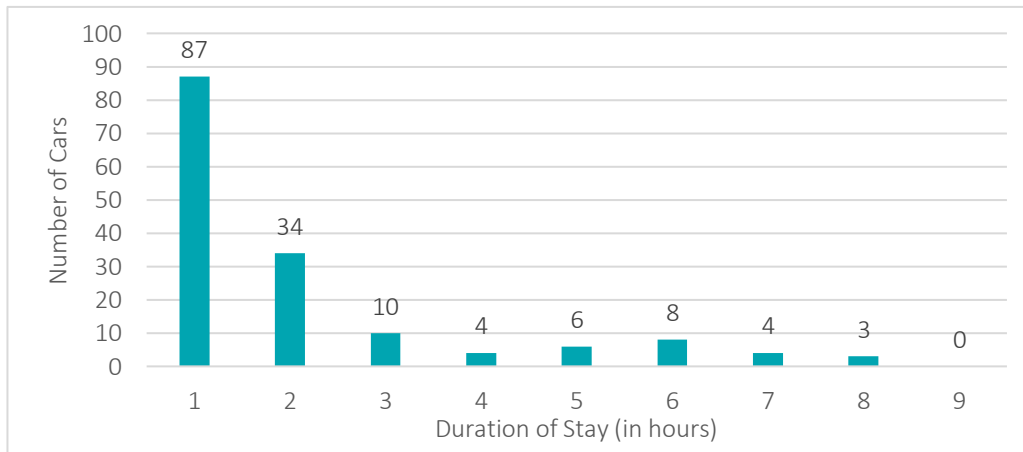
4TH AVENUE

DURATION OF STAY



STUDY AREA

This portion of our analysis focuses on 4th Avenue—from North Margin to South Margin. There are nearly 180 on-street spaces on 4th Avenue. Nearest the Public Square, time restrictions are limited to two-hours. As one moves towards North and South Margin Streets, the restrictions are loosened to 24-hour limits. Walker’s analysis did not account for 24-hour usage.



2016 Data

Number of Hours	Number of Cars	Percentage	Hours Parked
1	88	44%	88
2	38	19%	76
3	27	13%	81
4	16	8%	64
5	9	4%	45
6	5	2%	30
7	6	3%	42
8	11	5%	88
9	2	1%	18
Total	202		532

2022 Data

Number of Hours	Number of Cars	Percentage	Hours Parked
1	87	56%	87
2	34	22%	68
3	10	6%	30
4	4	3%	16
5	6	4%	30
6	8	5%	48
7	4	3%	28
8	3	2%	24
9	0	0%	0
Total	156		331

Comparison

Vehicle Duration (hours)	Change in Percentage Points – 2016-22
1	12%
2	3%
3	-7%
4	-5%
5	-1%
6	3%
7	0%
8	-4%
9	-1%

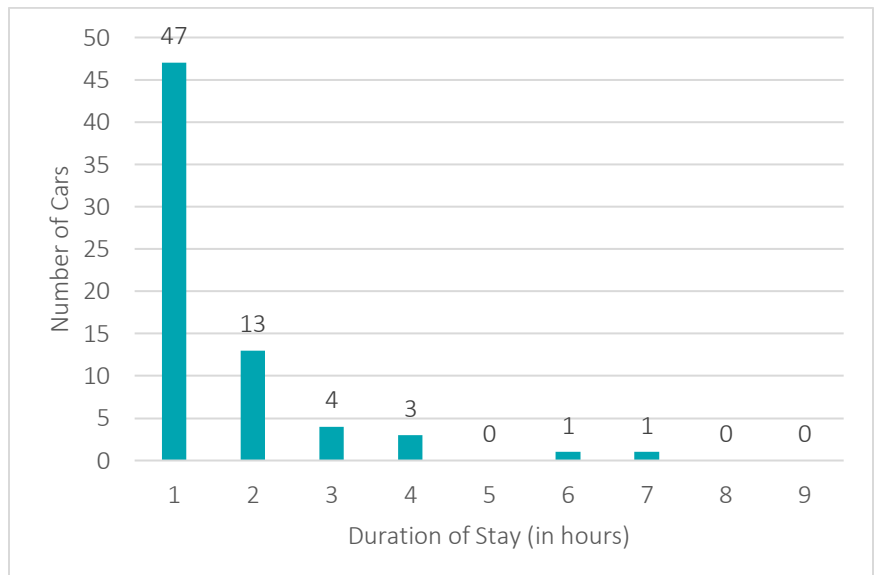
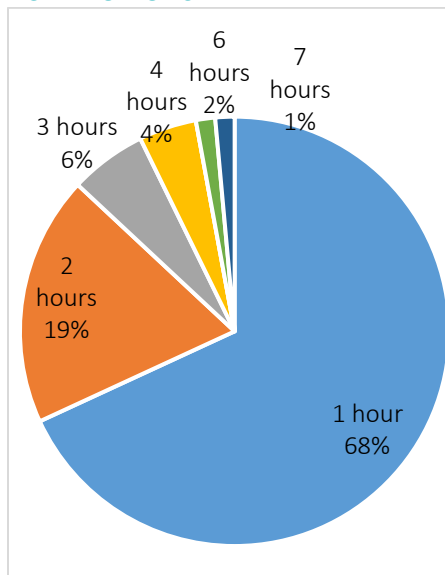
5TH AVENUE

STUDY AREA

This portion of our analysis focuses on 5th Avenue—from Fair Street in the north to Church Street in the south. The online posted regulations indicate a parking is allowed 24 hours per day in portions and regulated to 2 hours elsewhere on 5th Avenue. In the field the posted regulations varied as well—from no posted signage to regulations matching online. There are approximately 40 on-street spaces on 5th Avenue.



DURATION OF STAY



2016 Data

Number of Hours	Number of Cars	Percentage	Hours Parked
1	73	56%	73
2	37	28%	74
3	10	8%	30
4	2	2%	8
5	5	4%	25
6	1	1%	6
7	1	1%	7
8	2	2%	16
9	0	0%	0
Total	131		239

2022 Data

Number of Hours	Number of Cars	Percentage	Hours Parked
1	47	68%	47
2	13	19%	26
3	4	6%	12
4	3	4%	12
5	0	0%	0
6	1	1%	6
7	1	1%	7
8	0	0%	0
9	0	0%	0
Total	69		110

Comparison

Vehicle Duration (hours)	Change in Percentage Points – 2016-22
1	12%
2	-9%
3	-2%
4	3%
5	-4%
6	1%
7	1%
8	-2%
9	0%

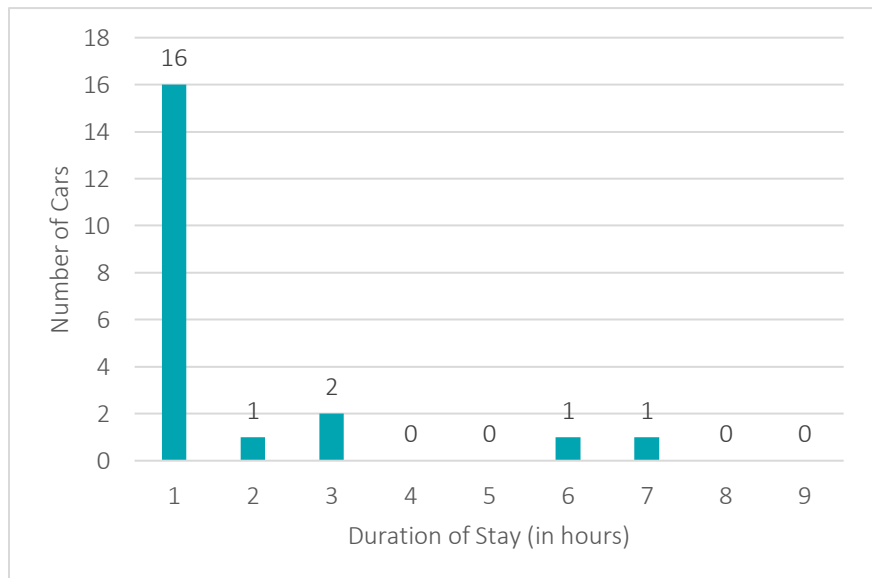
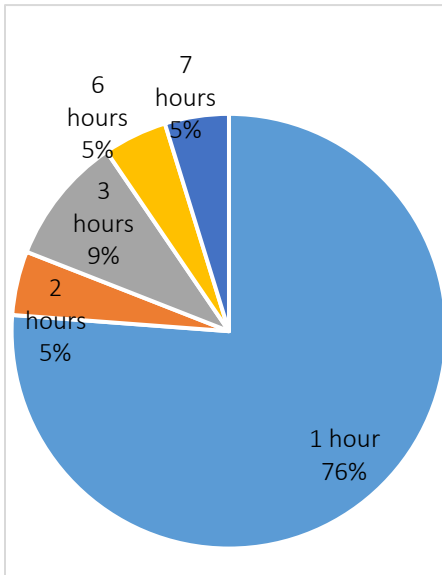
6TH AVENUE

STUDY AREA



This portion of our analysis focuses on 6th Avenue—from Fair Street to Main Street, where the online posted regulations indicate a parking is allowed 24 hours per day. There are 9 spaces along 6th Avenue.

DURATION OF STAY



2016 Data

Number of Hours	Number of Cars	Percentage	Hours Parked
1	16	41%	16
2	9	23%	18
3	3	8%	9
4	2	5%	8
5	0	0%	0
6	2	5%	12
7	1	3%	7
8	3	8%	24
9	3	8%	27
Total	39		121

2022 Data

Number of Hours	Number of Cars	Percentage	Hours Parked
1	16	76%	16
2	1	5%	2
3	2	10%	6
4	0	0%	0
5	0	0%	0
6	1	5%	6
7	1	5%	7
8	0	0%	0
9	0	0%	0
Total	21		37

Comparison

Vehicle Duration (hours)	Change in Percentage Points – 2016-22
1	35%
2	-18%
3	2%
4	-5%
5	0%
6	0%
7	2%
8	-8%
9	-8%

PROJECT # 13-003558.00

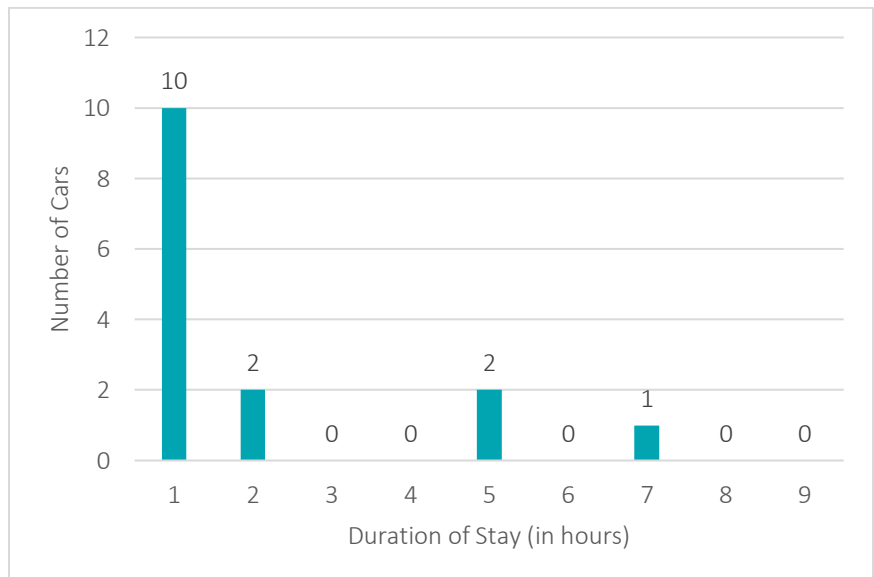
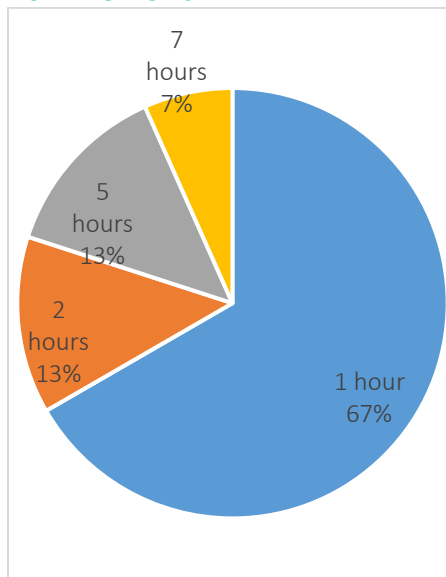
7TH AVENUE

STUDY AREA

This portion of our analysis focuses on 7th Avenue—from New Highway 96 West/Bridge Street in the north to Main Street in the south. Parking regulations are not listed for this street online. With the exception of signage indicating no parking was allowed (in the portions where this is the case), Walker did not observe any posted regulations along 7th Avenue. There are 13 spaces along 7th Avenue. Walker’s analysis did not account for 24-hour usage.



DURATION OF STAY



2016 Data

Number of Hours	Number of Cars	Percentage	Hours Parked
1	4	40%	4
2	1	10%	2
3	1	10%	3
4	1	10%	4
5	0	0%	0
6	0	0%	0
7	1	10%	7
8	0	0%	0
9	2	20%	18
Total	10		38

2022 Data

Number of Hours	Number of Cars	Percentage	Hours Parked
1	10	67%	10
2	2	13%	4
3	0	0%	0
4	0	0%	0
5	2	13%	10
6	0	0%	0
7	1	7%	7
8	0	0%	0
9	0	0%	0
Total	15		31

Comparison

Vehicle Duration (hours)	Change in Percentage Points – 2016-22
1	27%
2	3%
3	-10%
4	-10%
5	13%
6	0%
7	-3%
8	0%
9	-20%

CONCLUSIONS

With regards to the parking occupancy survey, we draw the following conclusions:

- For all three days surveyed, at most times of the day, there was parking space availability within the study area. The overall peak occupancy of 78 percent occurred midday on weekdays. Weekday evenings and the Saturday that was studied averaged lower occupancies, at 45 percent occupied. Some items to note related to higher occupancies observed:
 - In Walker's identified Central Core (from 2nd Avenue to 5th Avenue and North Bridge Street to Church Street) parking occupancy reached 104 percent. A parking occupancy greater than 100 percent is possible because more vehicles were parked than there are identified spaces.
 - Elsewhere, in the northern and southern portions of the study area, parking occupancy never reached higher than 75 percent. In the eastern portions of the study area occupancy reached as high as 88 percent. In the west, occupancy reached 90%.
- The 4th Avenue Garage filled or almost filled to capacity during the daytime on all three study days.
- Moreover, on-street spaces located in the Central Core of the downtown were observed to be mostly occupied on all three days, both during the daytime and evenings.

The following summarizes the duration of stay survey results:

- The data shows that the posted time limits and parking enforcement are largely having the intended effect of limiting the dwell time of vehicles parked on street and creating vehicular turnover of these most visible spaces.
- In 2016, most downtown on-street parking was signed with four-hour time limits. With the shorter mostly two-hour durations permitted today, the data show that average lengths of stay have decreased.
- In some cases, it does appear that more rigorous enforcement of the existing time limits could yield additional compliance with the posted time limits. On nearly every street where time limits are present (less than 24-hours), Walker observed users staying longer than the posted time restrictions.



FRANKLIN PUBLIC SQUARE LOOKING NORTHEAST



City of Franklin, Tennessee

Downtown Core Area Study

BOMA Presentation

Adam Moser, P.E. – City Traffic Engineer

David Chang, P.E. – Traffic Engineer II

City of Franklin, Tennessee

Downtown Core Area Study

Agenda:

- Purpose – Study Area
- Destination versus Cut-Through
- Bypass Routes
- Parking
- Recommendations & Next Steps



City of Franklin, Tennessee

Downtown Core Area Study – Study Purpose/Area

Downtown as a Destination versus Cut-Through

- Used probe ‘Big-Data’ solutions
 - Streetlight
 - SMATS
- Gate-to-Gate Time $\leq$ 20 Minutes
 - $\leq$ = **Cut-Through**
 - $>$ = **Destination**
- Three Time Periods (Weekday & Weekend):
 - **AM:** 06:00 – 10:00
 - **Noon:** 10:00 – 14:00
 - **PM:** 14:00 – 19:00

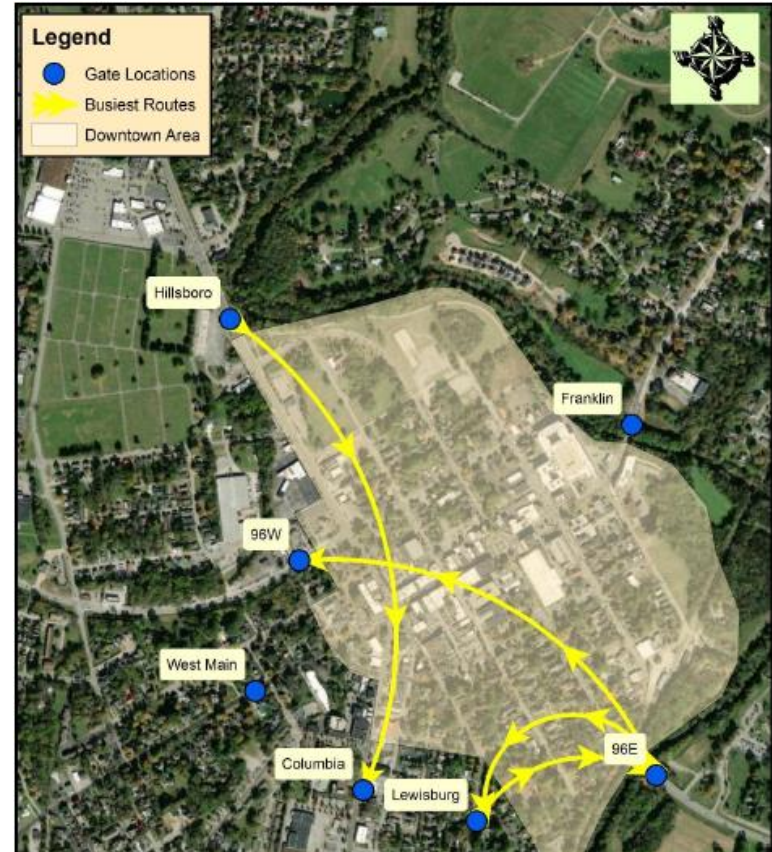


City of Franklin, Tennessee

Downtown Core Area Study – Destination Results

Destination vs Cut-Through Results

- **AM Cut-through**
 - Weekday Avg: 71%
 - Weekend Avg: 66%
- **Noon Cut-through**
 - Weekday Avg: 69%
 - Weekend Avg: 67%
- **PM Cut Through**
 - Weekday Avg: 78%
 - Weekend Avg: 67%



GENERALLY, 1 OUT OF EVERY 3 - 4 VEHICLES IS HEADING TO THE DOWNTOWN CORE AREA AS A DESTINATION WITH THE REST CUTTING THROUGH

City of Franklin, Tennessee

Downtown Core Area Study – Route Utilization

Heaviest Gates/Routes

- **SR-96 East (Murfreesboro Rd)**
 - Most all time periods and days of week
 - Heaviest from 2 pm – 7 pm
- **SR-96 West (New Hwy 96W)**
 - Commuter/School times (AM/PM weekday)
- **Franklin Road**
 - Commuter/School times (AM/PM weekday)

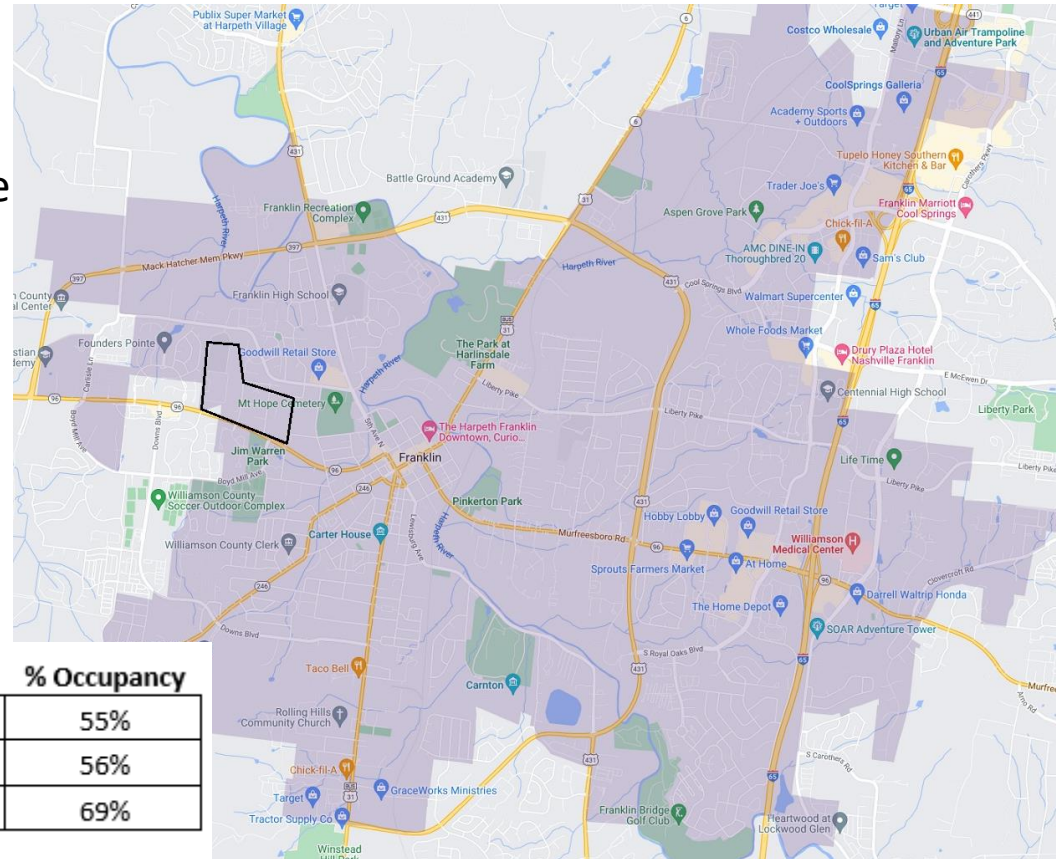
Intersection	Weekday			Weekend		
	AM	Noon	PM	AM	Noon	PM
96 East						
96 West						
Franklin						
Columbia						
Hillsboro						
Lewisburg						
West Main						

City of Franklin, Tennessee

Downtown Core Area Study – Cut-Thru Traffic

Primary Causes of Cut-Through

- **School Car-riders**
 - Freedom Intermediate/Middle
 - Franklin High School
 - Centennial High School
- **Commerce/Commuter**
 - North Columbia
 - Southwest (Williamson County)



	Total Students	Bus Occupancy	% Occupancy
Freedom Intermediate	535	294	55%
Freedom Middle	515	286	56%
Bus 'Surge' Capacity*	840	580	69%

Freedom Middle/Intermediate Zoning Map

City of Franklin, Tennessee

Downtown Core Area Study – Bypass Route Overview

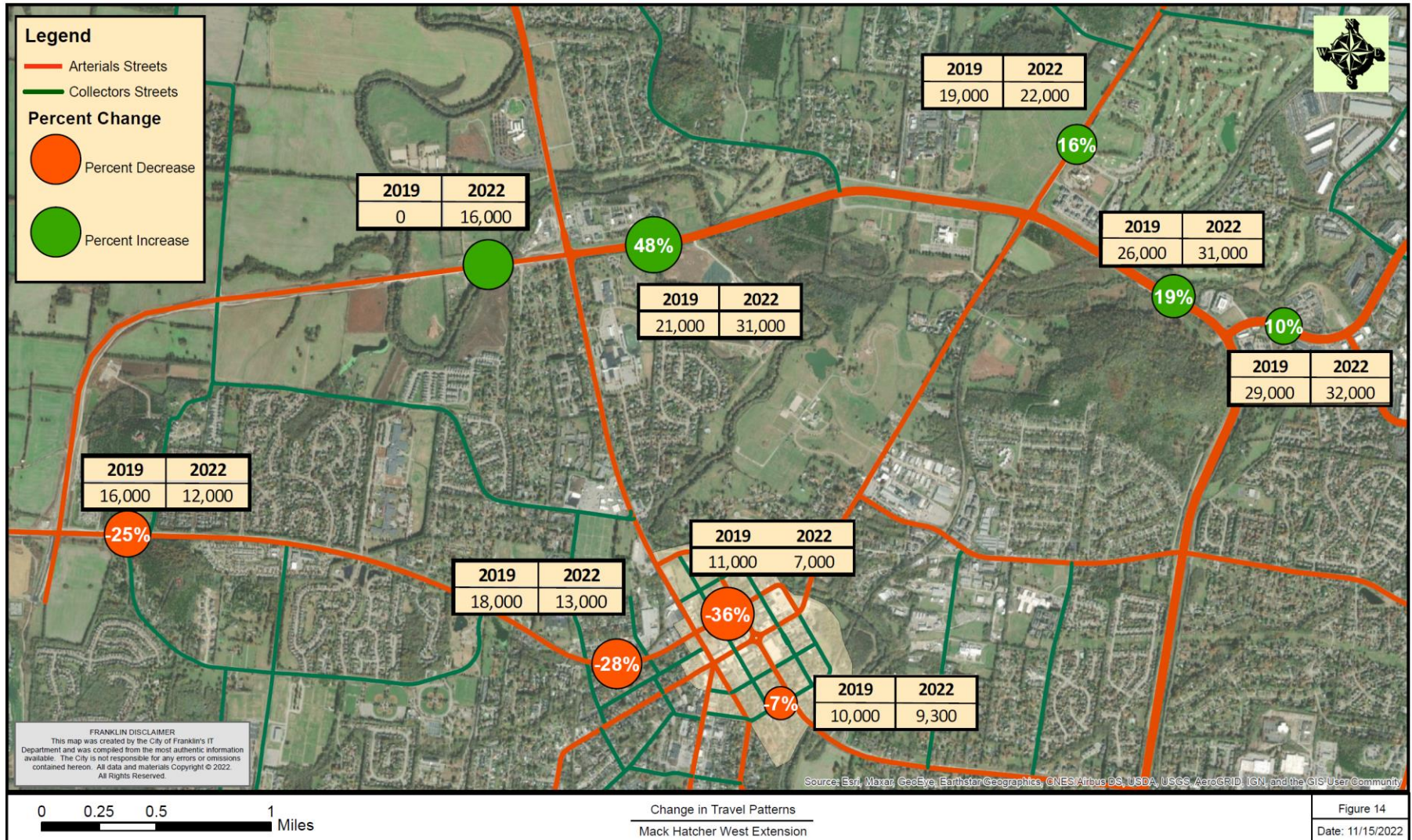
- **Generally, downtown bypass routes are known to ‘avoid’ Main Street/Square**
 - South Margin
 - Church Street
 - Bridge Street
- **Mack Hatcher Northwest Extension**
 - What are effects of opening? (since November 2021)
 - Bridge Street saw a large reduction
 - South Margin/SR 96E – much smaller reduction

“How do we move traffic in downtown?...”

... How do we reduce unnecessary traffic in downtown?”

City of Franklin, Tennessee

Downtown Core Area Study – Bypass Route Overview



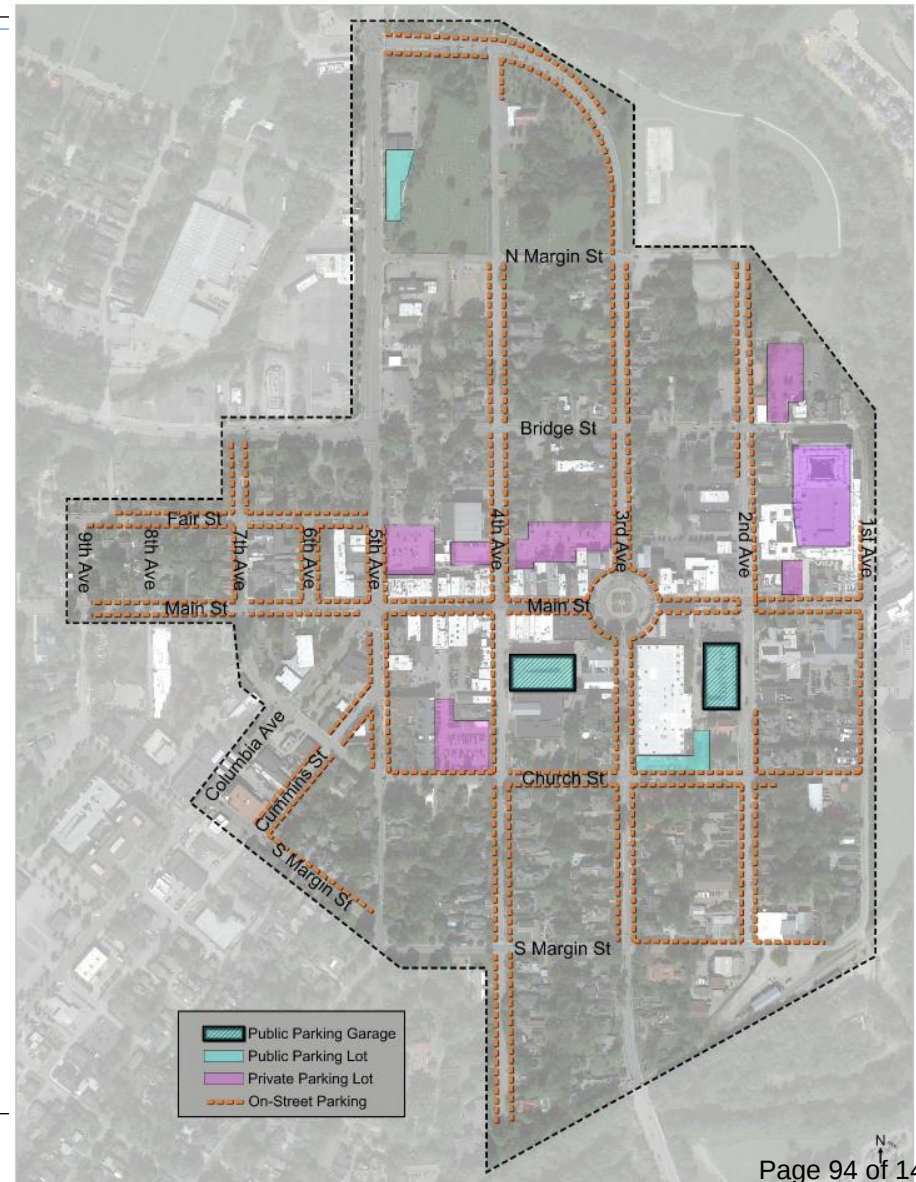
City of Franklin, Tennessee

Downtown Core Area Study – Parking Capacity

Parking Capacity*

On-Street		755
2nd Avenue Garage		252
4th Avenue Garage		345
Public Lots		90
Private (Pay) Lots		356
Harpeth Hotel (Pay)		367
Total Free		1442
Total Pay		723
Total		2165

*There is additional capacity outside of study area; Pay lots do not include all 'private' parking spaces, only those available to the public



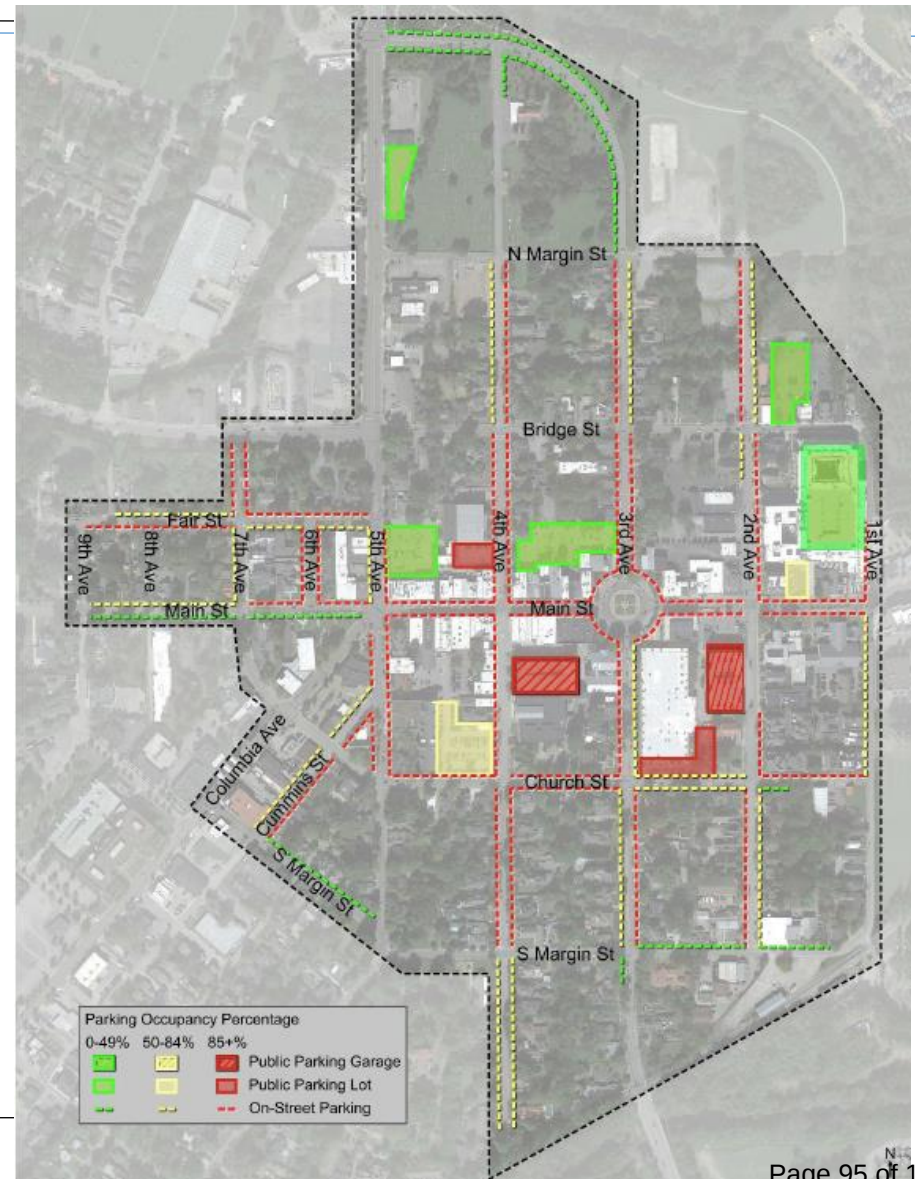
City of Franklin, Tennessee

Downtown Core Area Study – Parking Occupancy

Parking Occupancy

	Total Available	Thursday Midday % Occupied	Friday Midday % Occupied
On-Street	755	77%	78%
2nd Avenue Garage	252	95%	93%
4th Avenue Garage	345	97%	98%
Public Lots	90	57%	58%
Private (Pay) Lots	356	50%	53%
Harpeth Hotel (Pay)	367	4%	3%

- **Weekday Peak (12:30 pm)**
 - 65% Total Spaces Occupied
 - 83% 'Free' Spaces Occupied
- **Weekend Peak (12:30 pm)**
 - 49% Total Spaces Occupied
 - 66% 'Free' Spaces Occupied



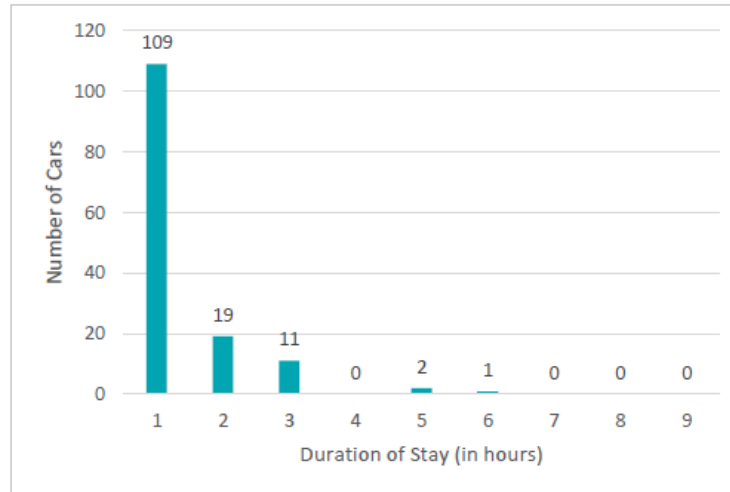
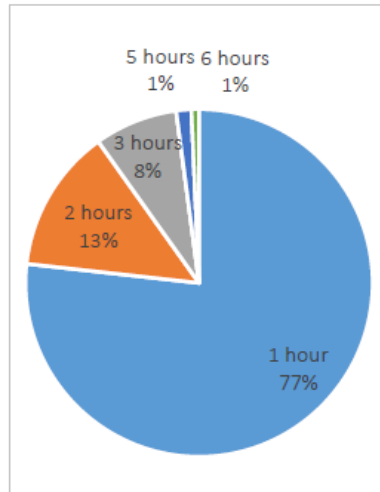
City of Franklin, Tennessee

Downtown Core Area Study – Parking Duration

- **2022: 90% of time limit spaces staying 2 hours or less (90% compliance)**
 - Approximately 70% of time-limited spaces are staying 1 hour or less
- **2016: In comparison, 70% of time limited spaces were 2 hours or less**
 - Approximately 50% of time-limited spaces stayed 1 hour or less

Turnover of these spaces has increased since going to 2-hour time limit

DURATION OF STAY



Duration of vehicles parked around the square shown above

City of Franklin, Tennessee

Downtown Core Area Study – Short-Term Recommendations

- Signal Timing [Downtown]
 - “Balanced Timing” to reduce pedestrian delay
 - Does not ‘favor’ vehicle flow, like most other parts of the City
 - Will be revisited/retimed within the next year
- Dynamic Message Signing
 - Direct and/or notify visitors about parking garages and availability
 - Full display (larger sign shown on right) for event info and/or other information
 - \$25,000 - \$30,000 each (furnish and install of larger sign)
 - Mast arms will likely need replacing (add \$60,000+ each installation)



Source: Daktronics

City of Franklin, Tennessee

Downtown Core Area Study – Short-Term Recommendations



Examples of Mounting Location & Size of Larger Sign – Pending Structural Evaluation



City of Franklin, Tennessee

Downtown Core Area Study – Long Term Discussion/Solutions

- Parking
 - Balance of private(pay) versus free parking
- One-Way Streets
 - Better vehicle flow, but increases speeds
 - All-way stops would need to be eliminated (convert to signals or removed)
 - Changes character of downtown
- Geometric Improvements (adding lanes)
 - No Right-Of-Way to widen
 - Could eliminate on-street parking to add/lengthen lanes
- Further Reduce Cut-Through Traffic
 - Create 'new' routes/bridges around downtown - \$\$\$\$
 - Promote school bus ridership
 - New middle school? (east side)



File #: 21-04054

DATE: December 9, 2022
TO: Board of Mayor and Aldermen
FROM: Eric Stuckey, City Administrator
Paul Holzen, Director of Engineering
Jonathan Marston, Asst. Director of Engineering
Adam Moser, Traffic Engineer

SUBJECT:

*Consideration Of Resolution 2022-85, A Resolution Rejecting The November 2, 2022 Construction Bids For The SR96 Traffic Signal Improvement Project (TDOT PIN 127913.00, COF Contract 2022-0116)

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning Resolution 2022-85, a resolution rejecting the November 2, 2022 construction bids for SR-96 (Murfreesboro Road) traffic signal improvement project. These bids were rejected by TDOT due to one out of the three bidding contractors not acknowledging all addendums issued during the bid process. It was determined by TDOT that insufficient notification was given to the bidding contractors about the addendums that were issued, and the project must be rebid.

BACKGROUND/STAFF COMMENTS:

On May 17, 2019, the City of Franklin entered into a funding agreement with TDOT for \$1,586,600.00 as part of an awarded Congestion Mitigation and Air Quality (CMAQ) grant. This grant was specifically for traffic signal improvements along SR-96 East (Murfreesboro Road) from Eddy Lane to Arno Road, comprising of 13 signalized intersections. Construction elements of this project include: vehicle detection devices, flashing yellow arrows, signal cabinet replacements and modifications, connected vehicle radios, and integration of new traffic signal controllers and software. The bid was advertised on October 2, 2022 for this project. Once bids were received and read aloud on November 2, 2022, it was noted that one of the three bidders did not acknowledge the addendums. Upon the City notifying TDOT of the issue, TDOT advised that proper notification of the addendums did not meet Local Programs criteria of notifying the bidders of addendums. Though not specifically stated in the Local Programs guidelines, TDOT instructed that the addendums were not only to be posted on the website, but emailed or mailed to the interested bidders. The City failed to notify by sending the bidders emails of the project addendums, therefore TDOT requested rejection and rebid of this project.

FINANCIAL IMPACT:

N/A

RECOMMENDATION:

Staff recommends that the Board of Mayor and Aldermen approve Resolution 2022-85.

RESOLUTION NO. 2022-85

A RESOLUTION REJECTING THE NOVEMBER 2, 2022 CONSTRUCTION BIDS FOR THE SR-96 (MURFREESBORO ROAD) TRAFFIC SIGNAL IMPROVEMENT PROJECT (TDOT PIN 127913.00, COF CONTRACT 2022-0116)

WHEREAS, the City of Franklin entered into a TDOT funding agreement (PIN 127913.00) on May 17, 2019, for the SR-96 (Murfreesboro Road) Traffic Signal Improvements Project; and

WHEREAS, the TDOT funding agreement (PIN 127913.00) included an 100% Federal CMAQ Funding Source, totaling \$1,586,600.00; and

WHEREAS, on November 2, 2022, three sealed bids were received in the Engineering Department, City Hall, 109 3rd Avenue South, Franklin, Tennessee 37064 at 2:00 PM and were publicly opened and read aloud for the SR-96 (Murfreesboro Road) Traffic Signal Improvement Project (TDOT PIN 127913.00); and

WHEREAS, one of the three bids submitted on the project did not acknowledge issued project addendums; and

WHEREAS, TDOT reviewed the bids and determined that the project addendum notification process did not satisfy the TDOT Local Programs requirements; and

WHEREAS, TDOT and the City agree that rejecting the November 2, 2022 construction bids and rebidding the project is the appropriate course of action.

NOW THEREFORE, BE IT RESOLVED, BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, TENNESSEE AS FOLLOWS:

The November 2, 2022 construction bids for the SR-96 (Murfreesboro Road) Traffic Signal Improvement Project (TDOT PIN 127913.00, COF Design Contract 2022-0116) be rejected. The Engineering Department is directed to move forward with preparing a new bid advertisement and rebid the project.

IT IS SO RESOLVED AND DONE on this ____ day of _____, 202_.

ATTEST:

CITY OF FRANKLIN, TENNESSEE:

By: _____
Eric S. Stuckey
City Administrator

By: _____
Dr. Ken Moore
Mayor

Approved as to form:

By: _____
William E. Squires
Assistant City Attorney



File #: 21-04129

DATE: January 5, 2023
TO: Board of Mayor and Aldermen
FROM: Eric Stuckey, City Administrator
Paul Holzen, Director of Engineering
Adam Moser, Traffic Engineer

SUBJECT:

Discussion Concerning A Proposed Culvert Replacement Project On Del Rio Pike

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning an existing culvert located on Del Rio Pike approximately 1,409 feet east of Reese Drive.

BACKGROUND/STAFF COMMENTS:

As part of The Fields at Reese Farm PUD Subdivision, City staff has been working closely with the developer to make improvements to Del Rio Pike. Currently, Del Rio Pike is closed for construction and will remain closed until the spring of 2023. As part of the project, the developer was required to design, acquire right-of-way / easement and construct certain roadway improvements on Del-Rio Pike. The project generally includes the lowering of Del-Rio Pike, water main relocations, gas main relocations and relocation of overhead electric and communication cables. During the clearing and grubbing operations, our inspectors noticed an extremely steep drop off along the roadway. The drop off is located at 2 existing 72" CMP approximately 1,409 feet east of Reese Drive on Del Rio Pike. To make matters worse, the existing lane width is approximately 9.5 feet and the drop off adjacent to the roadway is at a 1:1 slope and is approximately a 12'-14' drop. Given the substandard lane width and the extreme drop off, this safety issue needs to be fixed as soon as possible. Typically, we would install guard rail or a barrier to protect the drop off. In this case, the installation of a guard rail would shrink the lane width to under 8' creating a greater safety hazard to the general public. With BOMA approval, staff would like to investigate the feasibility, cost and impact of the following two options:

Option 1 - Replace the existing 72" CMP's with one box culvert. The box culvert would be wide enough to accommodate the future 3 lane roadway section and sidewalks.

Option 2 - Evaluate the feasibility of lining the existing 72" CMP's and extending them to accommodate the future 3 lane roadway section and sidewalks.

In both options, we would need to complete a design, acquire right-of-way / easements and bid a construction projects. Unless there are any objections from the Board of Mayor and Aldermen,

engineering staff is recommending that the City Administrator authorize the engineering services through our on-call engineering contract to get the design moving forward. Once the design is completed and cost is better understood, staff would present a resolution to the board requesting the full amount of funding required for design, acquisition of right-of-way / easements and construction.

FINANCIAL IMPACT:

Below is a summary of the estimated financial impact associated with the project:

\$150,000 - Design/Survey

\$500,000 - Right-of-Way / Easement acquisition

\$800,000 - Construction

\$1,450,000 - Total Estimated Project Cost

Given the nature of these improvements, funding can be explored in the development of the FY24 and FY25 budgets.

RECOMMENDATION:

Staff recommends that the Board of Mayor and Aldermen provide feedback on how to move forward with this project.





File #: 21-03980

DATE: January 12, 2023
TO: Board of Mayor and Aldermen
FROM: Eric Stuckey, City Administrator
Michelle Hatcher, Director of Water Management
Brian Goodwin, Asst. Director of Water Management

SUBJECT:

*Consideration Of Ordinance 2022-44, An Ordinance Revising The Installation Fees For Title 18, Chapters Appendix A, Comprehensive Fees And Penalties Chapter 18 Of The Franklin Municipal Code. Establishing A Public Hearing On February 28, 2023
WS 12/13/22; 1/10/23
BOMA 12/13/22, 6-0 to defer to 1/24/23

PURPOSE:

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning Ordinance 2022-44 to Chapter 18 of the City's Municipal Code.

BACKGROUND/STAFF COMMENTS:

The installation fees paid by new customers connection to the distribution and collection system are meant to recapture the costs used by the Water Management Department for installation of a tap or meter, depending on the location. These fees have not been updated in over 15 years and are not an accurate or equitable assessment of labor, equipment, and material costs seen today when performing this work. This revision to the Municipal Code will update those costs and provide a more equitable assessment for the work performed by the Water Management Department.

FINANCIAL IMPACT:

Installation fees vary for the distribution system between \$500 to \$4,900; for the collection system from \$500 to \$4,900; and for the reclaimed distribution system between \$1,000 to \$4,900.

RECOMMENDATION:

Staff recommends that the Board of Mayor and Aldermen approve Ordinance 2022-44.

ORDINANCE 2022-44

AN ORDINANCE TO AMEND TITLE 18 – WATER AND SEWERS OF THE FRANKLIN MUNICIPAL CODE FOR PROVIDING EQUITABLE FEE STRUCTURE FOR THE WATER AND SANITARY SEWER IMPACT FEES STRUCTURE AND UPDATED INSTALLATION FEES AND FOR MODIFYING APPENDIX A, COMPREHENSIVE FEES AND PENALTIES IN SUPPORT OF THE MODIFICATIONS TO TITLE 18

WHEREAS, for promoting the public health, safety, comfort, convenience, and general welfare of the people of Franklin, Tennessee, the Board of Mayor and Aldermen is authorized to prescribe regulations and standards that encourage and advance the quality of life within the City; and

WHEREAS, in its legislative judgment, the Board of Mayor and Aldermen has found that ordinances and policies that regulate land use, guide the maintenance of the City's infrastructure, and delivery of essential services must be dynamic and modified from time to time to reflect changes in best practices, model codes, land and labor costs, and safety standards necessary to preserve and promote the private and public interest; and

WHEREAS, the Franklin Board of Mayor and Aldermen have, on behalf of the citizens of Franklin, invested in public water and sanitary sewer systems to accommodate the continued growth of the City; and

WHEREAS, the City of Franklin is endeavoring to equitably charge for the required capacity needed for continued growth of the distribution and collection systems and treatment facilities to match the growing populations; and

WHEREAS, the City of Franklin desires to charge fees for such funding to aptly respond to ongoing and shifting capital investment needs; and

WHEREAS, the Board of Mayor and Aldermen find that this action to be in the best interest of the City.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, TENNESSEE, AS FOLLOWS:

SECTION I: BE IT ORDAINED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, Tennessee, that Title 18, Chapters 1 and 2, and Appendix A, Comprehensive Fees and Penalties, Chapter 18, of the Franklin Municipal Code, is hereby amended by deleting the existing sections in their entirety and replacing as follows:

APPENDIX A - COMPREHENSIVE FEES AND PENALTIES

CHAPTER 18. - WATER AND SEWERS

Fire Hydrant and Sprinkler System (Private) System Development and Meter Installation Fees

System Development Fee (SDF)		\$500.00 per inch diameter of connection line	
Water Meter or Service Line Size	SDF	Complete Installation	Installation of Meter and Meter Box Only
¾" or ⅝" meter	\$500	\$3,550	\$500
1" meter	\$500	\$3,600	\$550
1½" meter	\$750	\$4,650	\$1,600
2" meter	\$1,000	\$4,900	\$1,800
3" meter *	\$1,500	\$1,000	\$1,000
4" meter *	\$2,000	\$1,000	\$1,000
6" meter *	\$3,000	\$1,000	\$1,000
8" meter *	\$4,000	\$1,000	\$1,000

* Fee only covers inspection cost, developer will install meter

Water Impact Fees

Meter Size	Impact Fee	Irrigation Meter
¾"	2,089.00	3,150.00
1"	8,358.00	4,725.00
1½"	20,009.00	6,300.00
2"	26,745.00	7,875.00
3"	58,506.00	9,450.00
4"	83,580.00	11,025.00
6"	200,592.00	12,600.00
8"	250,740.00	14,175.00

Water Installation Fees

Meter Size	Installation Fee – Meter Only	Installation Fee – Complete Tap
¾"	\$500	\$3,550
1"	\$550	\$3,600
1 ½"	\$1,600	\$4,650
2"	\$1,800	\$4,900
3" – 8" *	\$1,000	\$1,000

* Fee only covers inspection cost, developer will install meter

Sewer Impact Fees

Water Meter Size	Impact Fee
¾"	3,544.00
1"	14,175.00
1½"	34,020.00
2"	45,360.00
3"	99,225.00
4"	141,750.00
6"	340,200.00
8"	425,250.00

Sewer Installation Fees

	Installation Fee – Tap Already Made	Installation Fee – Complete Tap
Up to 2" sewer service	\$550	\$3,600
2" - 6" sewer service	\$550	\$4,500

Effluent Disposal Assessment Fee (EDA)

Water Meter Size	EDA Fee
$\frac{5}{8}" \times \frac{3}{4}"$	\$450.00
1"	1,800.00
1½"	4,320.00
2"	5,760.00
3"	12,600.00
4"	18,000.00
6"	43,200.00
8"	54,000.00

Reclaimed Water Connection and Meter Installation Fee

Meter Size	Reclaimed Water Connection Fee	Complete Installation
$\frac{5}{8}" \times \frac{3}{4}"$	\$500.00	\$3,550
1"	\$500.00	\$3,600
1½"	\$500.00	\$4,650
2"	\$500.00	\$4,900
3" - 8" *	\$500.00	\$1,000

* Fee only covers inspection cost, developer will install meter

IT IS SO ORDAINED AND DONE on this ____ day of _____, 20__.

ATTEST:

CITY OF FRANKLIN, TENNESSEE:

By: _____
Eric S. Stuckey
City Administrator

By: _____
Dr. Ken Moore
Mayor

Approved as to Form:

By: _____
Shauna R. Billingsley
City Attorney



INSTALLATION FEES

JANUARY 10, 2023

MICHELLE HATCHER, PE,
DIRECTOR

BRIAN GOODWIN, PE,
ASSISTANT DIRECTOR

WATER MANAGEMENT
DEPARTMENT

WHY ARE WE DOING THIS?

- To recapture the ACTUAL costs associated with the installation of water, sanitary sewer and reclaimed water service connections.
 - One time cost for connection to public system.
 - Covers labor, material, and equipment.
 - Complete installation covers service line, meter box and meter
 - Meter only installation indicates service line is already installed
- This ordinance does not modify the impact fees that have been proposed.

PRIVATE HYDRANT & SPRINKLER WATER METER INSTALLATION FEES

Water Meter or Service Line Size	Complete Installation (EXISTING)	Complete Installation (PROPOSED)	Percent Increase/ Decrease	Installation of Meter & Meter Box Only (EXISTING)	Installation of Meter & Meter Box (PROPOSED)	Percent Increase/ Decrease
¾" or ⅝" meter	\$720	\$3,550	+ 493%	\$300	\$500	+ 166%
1" meter	\$854	\$3,600	+ 422%	\$356	\$550	+ 154%
1½" meter	\$1,375	\$4,650	+ 338%	\$625	\$1,600	+ 256%
2" meter	\$2,117	\$4,900	+ 231%	\$1,297	\$1,800	+ 139%
3" meter *	\$3,480	\$1,000	- 71%	\$1,506	\$1,000	- 34%
4" meter *	\$5,230	\$1,000	- 81%	\$2,541	\$1,000	- 60%
6" meter *	\$7,035	\$1,000	- 86%	\$4,498	\$1,000	- 78%
8" meter *	\$13,438	\$1,000	- 92%	\$9,803	\$1,000	- 90%

* Fee only covers inspection cost, developer will install meter

WATER INSTALLATION FEES – NEW SERVICE

Water Meter Size	Meter Only (EXISTING)	Meter Only (PROPOSED)	Percent Increase/Decrease	Complete Tap (EXISTING)	Complete Tap (PROPOSED)	Percent Increase/Decrease
3/4"	\$315	\$500	+ 158%	\$756	\$3,550	+ 470%
1"	\$374	\$550	+ 147%	\$897	\$3,600	+ 401%
1 1/2"	\$656	\$1,600	+ 244%	\$1,444	\$4,650	+ 322%
2"	\$1,362	\$1,800	+ 132%	\$2,223	\$4,900	+ 220%
3" – 8" *	\$1,581 to \$10,293	\$1,000	- 36% to - 90%	\$3,654 - \$14,110	\$1,000	- 72% to - 93%

* Fee only covers inspection cost, developer will install meter

3/4" RESIDENTIAL WATER METER COMPLETE INSTALLATION FEE EXAMPLE

For complete installations, the cost is calculated from the meter installation cost PLUS the service line installation.

LABOR			
CLASSIFICATION	HOURS	RATE	TOTAL
Crew Foreman	1	\$ 29.00	\$ 29.00
Equipment Operator	1	\$ 23.00	\$ 23.00
Utility Service Worker	1	\$ 20.00	\$ 20.00
Supervisor	1	\$ 42.00	\$ 42.00
Administrative Assistant	1	\$ 24.00	\$ 24.00
			\$ -
SUB-TOTAL			\$ 138.00
MATERIALS			
MATERIALS	QUANTITY	UNIT PRICE	TOTAL
.75 "I Pearl Meter & MXU	1	\$ 200.00	\$ 200.00
Meter Box & Other Appurtenances	1	\$ 190.00	\$ 190.00
SUB-TOTAL			\$ 390.00
TOTAL			\$ 528.00

LABOR			
CLASSIFICATION	HOURS	RATE	TOTAL
Crew Foreman	5	\$ 29.00	\$ 145.00
Equipment Operator	5	\$ 23.00	\$ 115.00
Utility Service Worker	5	\$ 20.00	\$ 100.00
Administrative Assistant	1	\$ 24.00	\$ 24.00
Supervisor	1	\$ 42.00	\$ 42.00
SUB-TOTAL			\$ 426.00
EQUIPMENT			
TYPE	HOURS	RATE	TOTAL
Back Hoe John Deere	5	\$ 31.00	\$ 155.00
Dump truck	5	\$ 85.00	\$ 425.00
Asphalt Saw & Trailer	1	\$ 60.00	\$ 60.00
SUB-TOTAL			\$ 640.00
MATERIALS			
MATERIALS	QUANTITY	UNIT PRICE	TOTAL
3/4" Copper Line (per foot)	40	\$ 8.00	\$ 320.00
3/4" Meter Setter	1	\$ 211.00	\$ 211.00
3/4" Corp Stop	1	\$ 48.00	\$ 48.00
#67 Gravel	20	\$ 21.00	\$ 420.00
Grade D Base	3	\$ 76.00	\$ 228.00
Asphalt Binder & Topping (ton)	8	\$ 100.00	\$ 800.00
SUB-TOTAL			\$ 2,027.00
TOTAL			\$ 3,093.00

SEWER INSTALLATION FEES – NEW SERVICE

	Tap Already Made (EXISTING)	Tap Already Made (PROPOSED)	Percent Increase/ Decrease	Complete Tap (EXISTING)	Complete Tap (PROPOSED)	Percent Increase/ Decrease
Up to 2" sewer service	\$263	\$550	+ 209%	\$1,240	\$3,600	+ 290%
2" - 6" sewer service	\$263	\$550	+ 209%	\$1,240	\$4,500	+ 290%

EFFLUENT DISPOSAL ASSESSMENT FEES

Water Meter Size	GPM*	EDA Fee
5/8" x 3/4"	12.5	\$450.00
1"	50	1,800.00
1 1/2"	120	4,320.00
2"	160	5,760.00
3"	350	12,600.00
4"	500	18,000.00
6"	1200	43,200.00
8"	1500	54,000.00

- * GPM column has been eliminated since fee is determined by meter size
- Only for new connections
- One time fee toward development of the reclaimed water distribution system

RECLAIMED WATER CONNECTION AND METER INSTALLATION FEES

Meter Size	Reclaimed Water Connection Fee	Complete Installation (EXISTING)	Complete Installation (PROPOSED)	Percent Increase/ Decrease
$\frac{5}{8}'' \times \frac{3}{4}''$	\$500	\$720	\$3,550	+ 493%
1"	\$500	\$853.50	\$3,600	+ 422%
1½"	\$500	\$1,375	\$4,650	+ 338%
2"	\$500	\$2,116.50	\$4,900	+ 232%
3" - 8" *	\$500	\$3,480 to \$13,438	\$1,000	- 71% to - 93%

* Fee only covers inspection cost, developer will install meter

PHASED IN APPROACH

- Phased in approach would allow for two-year full implementation plan, at the initial installation fee plus 50% of the delta of change.
 - Example: $\frac{3}{4}$ " meter full installation
 - Proposed – existing = delta
 - $\$3,550 - \$756 = \$2,794$
 - Delta divided into two-year implementation: $\$2,794 / 2 = \$1,397$
 - March 2023: $\$756 + \$1,397 = \$2,153$
 - March 2024: $\$756 + \$1,397 + \$1,397 = \$3,550$
 - If a connection is made after March 2023 they would pay \$1,153; or if they wait until after March 2024 they would pay \$3,550 – fee is only paid once when the connection is made.

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PRIVATE HYDRANT & SPRINKLER WATER METER INSTALLATION FEES – TWO-YEAR PHASE IN

Water Meter or Service Line Size	Complete Installation (EXISTING)	Year 1 (March 2023)	Year 2 (March 2024)	Installation of Meter & Meter Box (EXISTING)	Year 1 (March 2023)	Year 2 (March 2024)
¾" or ⅝" meter	\$720	\$2,153	\$3,550	\$300	\$408	\$500
1" meter	\$854	\$2,249	\$3,600	\$356	\$462	\$550
1½" meter	\$1,375	\$3,002	\$4,560	\$625	\$1,128	\$1,600
2" meter	\$2,117	\$3,562	\$4,900	\$1,297	\$1,581	\$1,800
3" meter *	\$3,480	\$2,327	\$1,000	\$1,506	\$1,290	\$1,000
4" meter *	\$5,230	\$3,246	\$1,000	\$2,541	\$1,824	\$1,000
6" meter *	\$7,035	\$4,194	\$1,000	\$4,498	\$2,862	\$1,000
8" meter *	\$13,438	\$7,555	\$1,000	\$9,803	\$5,647	\$1,000

* Fee only covers inspection cost, developer will install meter

WATER INSTALLATION FEES – NEW SERVICE

TWO-YEAR PHASE-IN

Water Meter Size	Meter Only (EXISTING)	Year 1 (March 2023)	Year 2 (March 2024)	Complete Tap (EXISTING)	Year 1 (March 2023)	Year 2 (March 2024)
3/4" or 5/8" meter	\$315	\$408	\$500	\$756	\$2,153	\$3,550
1" meter	\$374	\$462	\$550	\$897	\$2,249	\$3,600
1 1/2" meter	\$656	\$1,128	\$1,600	\$1,444	\$3,002	\$4,560
2" meter	\$1,362	\$1,581	\$1,800	\$2,223	\$3,562	\$4,900
3" meter *	\$1,581	\$1,291	\$1,000	\$3,654	\$2,327	\$1,000
4" meter *	\$2,668	\$1,834	\$1,000	\$5,492	\$3,246	\$1,000
6" meter *	\$4,723	\$2,862	\$1,000	\$7,387	\$4,194	\$1,000
8" meter *	\$10,293	\$5,647	\$1,000	\$14,110	\$7,555	\$1,000

* Fee only covers inspection cost, developer will install meter

SEWER INSTALLATION FEES – NEW SERVICE TWO-YEAR PHASE-IN

	Tap Already Made (EXISTING)	Year 1 (March 2023)	Year 2 (March 2024)	Complete Tap (EXISTING)	Year 1 (March 2023)	Year 2 (March 2024)
Up to 2" sewer service	\$263	\$407	\$550	\$1,240	\$2,420	\$3,600
2" - 6" sewer service	\$263	\$407	\$550	\$1,240	\$2,870	\$4,500

RECLAIMED WATER INSTALLATION FEES – NEW SERVICE TWO-YEAR PHASE-IN

Reclaimed Meter Size	Complete Tap (EXISTING)	Year 1 (March 2023)	Year 2 (March 2024)
$\frac{3}{4}$ " or $\frac{5}{8}$ " meter	\$720	\$2,135	\$3,550
1" meter	\$853.50	\$2,227	\$3,600
1½" meter	\$1,375	\$2,968	\$4,560
2" meter	\$2,116.50	\$3,508	\$4,900
3" meter *	\$3,480	\$2,240	\$1,000
4" meter *	\$5,230	\$3,115	\$1,000
6" meter *	\$7,035	\$4,018	\$1,000
8" meter *	\$13,438	\$7,219	\$1,000

* Fee only covers inspection cost, developer will install meter

DISCUSSION

Increase to Installation Fees

January 10, 2023

Attachment

To develop the methodology for an increase to the installation fees for water, sewer, and reclaimed connections, actual costs were used to calculate labor, materials, and equipment usage for each of these new connections. Below is a summary of each of the calculation summaries to develop the costs in the worksession presentation.

For mains, there are some instances in which a tap has preemptively been made when the main line was initially constructed. This is often done in developments that may take years to complete or gravity mains that are laid and taps created for houses for when the septic tank may fail in the future. Therefore, costs are divided into two categories to equitably assess the appropriate fee to the customer based on the type of installation that is required.

$\frac{3}{4}$ " Residential Water Installation Fees

These fees are broken down into two categories, the installation of the meter and then of the service line. For a meter only installation, the first "3/4 meter installation fee is used", for a complete installation, the "3/4 meter installation" is added to the "3/4 service line installation" to calculate the entire installation fee.

$\frac{3}{4}$ " Meter Installation

LABOR			
CLASSIFICATION	HOURS	RATE	TOTAL
Crew Foreman	1	\$ 29.00	\$ 29.00
Equipment Operator	1	\$ 23.00	\$ 23.00
Utility Service Worker	1	\$ 20.00	\$ 20.00
Supervisor	1	\$ 42.00	\$ 42.00
Administrative Assistant	1	\$ 24.00	\$ 24.00
			\$ -
SUB-TOTAL			\$ 138.00

MATERIALS			
MATERIALS	QUANTITY	UNIT PRICE	TOTAL
.75 "I Pearl Meter & MXU	1	\$ 200.00	\$ 200.00
Meter Box & Other Appurtenances	1	\$ 190.00	\$ 190.00
SUB-TOTAL			\$ 390.00
TOTAL			\$ 528.00

¾" Service Line Installation

LABOR			
CLASSIFICATION	HOURS	RATE	TOTAL
Crew Foreman	5	\$ 29.00	\$ 145.00
Equipment Operator	5	\$ 23.00	\$ 115.00
Utility Service Worker	5	\$ 20.00	\$ 100.00
Administrative Assistant	1	\$ 24.00	\$ 24.00
Supervisor	1	\$ 42.00	\$ 42.00
SUB-TOTAL			\$ 426.00

EQUIPMENT			
TYPE	HOURS	RATE	TOTAL
Back Hoe John Deere	5	\$ 31.00	\$ 155.00
Dump truck	5	\$ 85.00	\$ 425.00
Asphalt Saw & Trailer	1	\$ 60.00	\$ 60.00
SUB-TOTAL			\$ 640.00

MATERIALS			
MATERIALS	QUANTITY	UNIT PRICE	TOTAL
3/4" Copper Line (per foot)	40	\$ 8.00	\$ 320.00
3/4" Meter Setter	1	\$ 211.00	\$ 211.00
3/4" Corp Stop	1	\$ 48.00	\$ 48.00
#67 Gravel	20	\$ 21.00	\$ 420.00
Grade D Base	3	\$ 76.00	\$ 228.00
Asphalt Binder & Topping (ton)	8	\$ 100.00	\$ 800.00
SUB-TOTAL			\$ 2,027.00
TOTAL			\$ 3,093.00

1-inch Water Installation Fees

These fees are broken down into two categories, the installation of the meter and then of the service line. For a meter only installation, the first "1-inch meter installation fee is used", for a complete installation, the "1-inch meter installation" is added to the "1-inch service line installation" to calculate the entire installation fee.

1-inch Meter Installation

LABOR			
CLASSIFICATION	HOURS	RATE	TOTAL
Crew Foreman	1	\$ 29.00	\$ 29.00
Utility Service Worker	1	\$ 20.00	\$ 20.00
Administrative Assistant	1	\$ 24.00	\$ 24.00
Supervisor	1	\$ 42.00	\$ 42.00
SUB-TOTAL			\$ 115.00
MATERIALS			
MATERIALS	QUANTITY	UNIT PRICE	TOTAL
1" I Pearl Meter & MXU	1	\$ 275.00	\$ 275.00
0.75" - 1" Meter Box & Other Appurtenances	1	\$ 190.00	\$ 190.00
SUB-TOTAL			\$ 465.00
TOTAL			\$ 580.00

1-inch Service Line Installation

LABOR			
CLASSIFICATION	HOURS	RATE	TOTAL
Crew Foreman	5	\$ 29.00	\$ 145.00
Equipment Operater	5	\$ 23.00	\$ 115.00
Utility Service Worker	5	\$ 20.00	\$ 100.00
Administrative Assistant	1	\$ 24.00	\$ 24.00
Supervisor	1	\$ 42.00	\$ 42.00
SUB-TOTAL			\$ 426.00
EQUIPMENT			
TYPE	HOURS	RATE	TOTAL
Back Hoe John Deere	5	\$ 31.00	\$ 155.00
Dump truck	5	\$ 85.00	\$ 425.00
Asphalt Saw & Trailer	1	\$ 60.00	\$ 60.00
SUB-TOTAL			\$ 640.00
MATERIALS			
MATERIALS	QUANTITY	UNIT PRICE	TOTAL
1" Copper Line (per foot)	40	\$ 10.00	\$ 400.00
1" Line Setter	1	\$ 303.00	\$ 303.00
#67 Gravel	10	\$ 21.00	\$ 210.00
Grade D Base	5	\$ 76.00	\$ 380.00
Asphalt Binder & Topping (ton)	8	\$ 100.00	\$ 800.00
SUB-TOTAL			\$ 2,093.00
TOTAL			\$ 3,159.00

1.5-inch Water Installation Fees

These fees are broken down into two categories, the installation of the meter and then of the service line. For a meter only installation, the first "1.5-inch meter installation fee is used", for a complete installation, the "1.5-inch meter installation" is added to the "1.5-inch service line installation" to calculate the entire installation fee.

1.5-inch Meter Installation

LABOR			
CLASSIFICATION	HOURS	RATE	TOTAL
Crew Foreman	1	\$ 29.00	\$ 29.00
Utility Service Worker	1	\$ 20.00	\$ 20.00
Administrative Assistant	1	\$ 24.00	\$ 24.00
Supervisor	1	\$ 42.00	\$ 42.00
SUB-TOTAL			\$ 115.00

MATERIALS			
MATERIALS	QUANTITY	UNIT PRICE	TOTAL
1.5" Omni Meter & MXU	1	\$ 1,300.00	\$ 1,300.00
1.5" Meter Box & Other Appurtenances	1	\$ 200.00	\$ 200.00
SUB-TOTAL			\$ 1,500.00

TOTAL			\$ 1,615.00
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1.5-inch Service Line Installation

LABOR			
CLASSIFICATION	HOURS	RATE	TOTAL
Crew Foreman	5	\$ 29.00	\$ 145.00
Equipment Operater	5	\$ 23.00	\$ 115.00
Utility Service Worker	5	\$ 20.00	\$ 100.00
Administrative Assistant	1	\$ 24.00	\$ 24.00
Supervisor	1	\$ 42.00	\$ 42.00
SUB-TOTAL			\$ 426.00

EQUIPMENT			
TYPE	HOURS	RATE	TOTAL
Back Hoe John Deere	4	\$ 31.00	\$ 124.00
Dump truck	2	\$ 85.00	\$ 170.00
Asphalt Saw & Trailer	1	\$ 60.00	\$ 60.00
SUB-TOTAL			\$ 354.00

MATERIALS			
MATERIALS	QUANTITY	UNIT PRICE	TOTAL
1.5 " Copper Line	40	\$ 12.00	\$ 480.00
1.5" Line Setter	1	\$ 490.00	\$ 490.00
1.5" Saddle & Corp	1	\$ 200.00	\$ 200.00
#67 Gravel (ton)	6	\$ 21.00	\$ 126.00
Grade D Base (ton)	3	\$ 76.00	\$ 228.00
Ashpalt Binder & Topping (ton)	8	\$ 100.00	\$ 800.00
SUB-TOTAL			\$ 2,324.00
TOTAL			\$ 3,104.00

2-inch Water Installation Fees

These fees are broken down into two categories, the installation of the meter and then of the service line. For a meter only installation, the first "2-inch meter installation fee is used", for a complete installation, the "2-inch meter installation" is added to the "2-inch service line installation" to calculate the entire installation fee.

2-inch Meter Installation

LABOR			
CLASSIFICATION	HOURS	RATE	TOTAL
Crew Foreman	1	\$ 29.00	\$ 29.00
Service Repair Operator Sr	1	\$ 20.00	\$ 20.00
Administrative Assistant	1	\$ 24.00	\$ 24.00
Supervisor	1	\$ 42.00	\$ 42.00
SUB-TOTAL			\$ 115.00
MATERIALS			
MATERIALS	QUANTITY	UNIT PRICE	TOTAL
2" Omni Meter & MXU	1	\$ 1,500.00	\$ 1,500.00
2" Meter Box & Other Appurtenances	1	\$ 250.00	\$ 250.00
SUB-TOTAL			\$ 1,750.00
TOTAL			\$ 1,865.00

2-inch Service Line Installation

LABOR			
CLASSIFICATION	HOURS	RATE	TOTAL
Crew Foreman	5	\$ 29.00	\$ 145.00
Equipment Operater	5	\$ 23.00	\$ 115.00
Utility Service Worker	5	\$ 20.00	\$ 100.00
Administrative Assistant	1	\$ 24.00	\$ 24.00
Supervisor	1	\$ 42.00	\$ 42.00
SUB-TOTAL			\$ 426.00

EQUIPMENT			
TYPE	HOURS	RATE	TOTAL
Back Hoe John Deere	4	\$ 31.00	\$ 124.00
Dump truck	2	\$ 85.00	\$ 170.00
Asphalt zipper	1	\$ 60.00	\$ 60.00
SUB-TOTAL			\$ 354.00

MATERIALS			
MATERIALS	QUANTITY	UNIT PRICE	TOTAL
2" Copper Line	30	\$ 14.00	\$ 420.00
2" Line Setter	1	\$ 560.00	\$ 560.00
2" Saddle & Corp	1	\$ 250.00	\$ 250.00
#67 Gravel	6	\$ 21.00	\$ 126.00
Grade D Base	3	\$ 76.00	\$ 228.00
Asphalt Binder & Topping (ton)	8	\$ 100.00	\$ 800.00
SUB-TOTAL			\$ 2,384.00

TOTAL			\$ 3,164.00
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3-inch to 8-inch Water Installation Fees

These fees are typically installed by the developer/contractor for the structure being completed, so these fees have been reduced from their historical amount to accommodate for this procedure. The below table outlines the total inspection costs for a utility inspector to sufficiently inspect the phases of

a meter installation of this magnitude. Note, sufficient inspection may constitute several visits depending on the phased approach of the meter installation by a Contractor.

LABOR			
CLASSIFICATION	HOURS	RATE	TOTAL
Utilities Inspector	16	\$ 36.00	\$ 576.00
Senior Utilities Inspector	8	\$ 40.00	\$ 320.00
Administrative Assistant	2	\$ 24.00	\$ 48.00
Infrastructure Development Manager	1	\$ 44.00	\$ 44.00
TOTAL			\$ 988.00

1.25-inch to 6-inch Sewer Installation Fees

For sewer, a low-pressure system/grinder pump typically utilizes the smaller diameter forcemains in which these systems connect into the larger gravity system. A 6" gravity connection is typical of most sewer installations. These fees are broken down into two categories under each sewer size, representing if a tap on the main sewer has already been made (typically during initial construction) or if the installation requires a tap to be created on the main sewer.

1.25-inch Sewer Forcemain Installation with Tap Already Made

LABOR			
CLASSIFICATION	HOURS	RATE	TOTAL
Crew Foreman	2	\$ 29.00	\$ 58.00
Equipment Operater	2	\$ 23.00	\$ 46.00
Utility Service Worker	2	\$ 20.00	\$ 40.00
Supervisor	1	\$ 42.00	\$ 42.00
			\$ -
SUB-TOTAL			\$ 186.00

EQUIPMENT			
TYPE	HOURS	RATE	TOTAL
Back Hoe John Deere	2	\$ 31.00	\$ 62.00
Dump truck	2	\$ 85.00	\$ 170.00
SUB-TOTAL			\$ 232.00

MATERIALS			
MATERIALS	QUANTITY	UNIT PRICE	TOTAL
1.25" Check Valve	1	\$ 30.00	\$ 30.00
Small Sewer Box & Top	1	\$ 125.00	\$ 125.00
#67 Gravel (ton)	1	\$ 21.00	\$ 21.00
SUB-TOTAL			\$ 176.00
TOTAL			\$ 594.00

1.25-inch Sewer Forcemain Installation with Complete Installation

LABOR			
CLASSIFICATION	HOURS	RATE	TOTAL
Crew Foreman	5	\$ 29.00	\$ 145.00
Equipment Operater	5	\$ 23.00	\$ 115.00
Utility Service Worker	5	\$ 20.00	\$ 100.00
Administrative Assistant	1	\$ 24.00	\$ 24.00
Supervisor	1	\$ 42.00	\$ 42.00
			\$ -
SUB-TOTAL			\$ 426.00

EQUIPMENT			
TYPE	HOURS	RATE	TOTAL
Back Hoe John Deere	4	\$ 31.00	\$ 124.00
Dump truck	2	\$ 85.00	\$ 170.00
SUB-TOTAL			\$ 294.00

MATERIALS			
MATERIALS	QUANTITY	UNIT PRICE	TOTAL
1.25" PVC Pipe	40	\$ 60.00	\$ 2,400.00
8" x 1.25" Tapping Saddle	1	\$ 75.00	\$ 75.00
1.25" Ball Valve	1	\$ 25.00	\$ 25.00
1.25" Check Valve	1	\$ 30.00	\$ 30.00
Small Sewer Box & Top	1	\$ 125.00	\$ 125.00
#67 Gravel (ton)	8	\$ 21.00	\$ 168.00
Grade D Base	1	\$ 76.00	\$ 76.00
SUB-TOTAL			\$ 2,899.00
TOTAL			\$ 3,619.00

6-inch Sewer Service Installation with Tap Already Made

LABOR			
CLASSIFICATION	HOURS	RATE	TOTAL
Crew Foreman	2	\$ 29.00	\$ 58.00
Equipment Operater	2	\$ 23.00	\$ 46.00
Utility Service Worker	2	\$ 20.00	\$ 40.00
Administrative Assistant	1	\$ 24.00	\$ 24.00
Supervisor	1	\$ 42.00	\$ 42.00
SUB-TOTAL			\$ 210.00
EQUIPMENT			
TYPE	HOURS	RATE	TOTAL
Back Hoe John Deere	2	\$ 31.00	\$ 62.00
Dump truck	2	\$ 85.00	\$ 170.00
SUB-TOTAL			\$ 232.00

MATERIALS			
MATERIALS	QUANTITY	UNIT PRICE	TOTAL
6" Sewer SDR 35	10	\$ 6.00	\$ 60.00
6" Sewer Clean Out & Cap	1	\$ 50.00	\$ 50.00
#67 Gravel (ton)	1	\$ 21.00	\$ 21.00
SUB-TOTAL			\$ 131.00
TOTAL			\$ 573.00

6-inch Sewer Service Complete Installation

LABOR			
CLASSIFICATION	HOURS	RATE	TOTAL
Crew Foreman	8	\$ 29.00	\$ 232.00
Equipment Operator	8	\$ 23.00	\$ 184.00
Utility Service Worker	8	\$ 20.00	\$ 160.00
Administrative Assistant	2	\$ 24.00	\$ 48.00
Supervisor	2	\$ 42.00	\$ 84.00
SUB-TOTAL			\$ 708.00

EQUIPMENT			
TYPE	HOURS	RATE	TOTAL
Back Hoe John Deere	8	\$ 31.00	\$ 248.00
Dump truck	8	\$ 85.00	\$ 680.00
Asphalt Saw & Trailer	1	\$ 60.00	\$ 60.00
SUB-TOTAL			\$ 988.00

MATERIALS			
MATERIALS	QUANTITY	UNIT PRICE	TOTAL
6" Sewer SDR 35	40	\$ 6.00	\$ 240.00
6" Sewer Tapping Saddle	1	\$ 200.00	\$ 200.00
6" Sewer Clean Out & Cap	1	\$ 50.00	\$ 50.00
6" Sweeping Tee	1	\$ 100.00	\$ 100.00
Small Sewer Box & Top	1	\$ 125.00	\$ 125.00
6" Femco Cap	1	\$ 25.00	\$ 25.00
Marking Pole	8	\$ 6.00	\$ 48.00
#67 Gravel (ton)	26	\$ 21.00	\$ 546.00
Grade D Base	6	\$ 76.00	\$ 456.00
Asphalt Binder & Topping (ton)	10	\$ 100.00	\$ 1,000.00
SUB-TOTAL			\$ 2,790.00
TOTAL			\$ 4,486.00

RESOLUTION OF SUPPORT FOR STATE LEGISLATION THAT WOULD PERMIT
LOCAL GOVERNMENTS IN TENNESSEE TO PROVIDE TAX RELIEF FOR
CERTAIN HISTORICAL COMMERCIAL PROPERTIES

WHEREAS, the viability of owning a business within certain historical properties in the State is threatened by pressure from urbanization, commercial development, and unprecedented levels of migration into the State from across the country which has altogether significantly raised the property values of buildings located in historical areas; and

WHEREAS, the resulting tax burden is felt not only by owners of historical properties, but also by local business owners and commercial renters who have experienced exorbitant property tax assessment increases passed down through their leases, and community citizens who depend on the continuing existence of these historic properties as well as the businesses that reside in them, resulting in an undue hardship not otherwise experienced by property owners and commercial tenants of non-historical properties; and

WHEREAS, historical commercial properties contribute to the unique character of many local communities and help attract billions of tourism dollars into the state of Tennessee, providing local governments and the State with the sales tax revenue necessary to maintain thriving communities; and

WHEREAS, the purpose of this resolution is to create mechanisms to allow local governments to offer relief to businesses operating in historical commercial properties so that historical commercial properties may continue to thrive and to include the ability of local governments to create mechanisms within the property assessment and taxation system; and

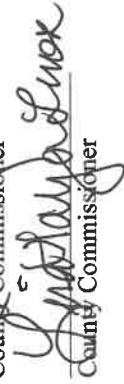
WHEREAS, helping to preserve historical commercial properties through a tax relief program that local governments can opt into is a valid public purpose that will result in a net benefit to local communities across the State of Tennessee:

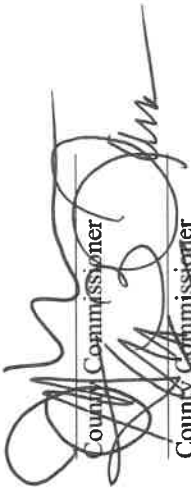
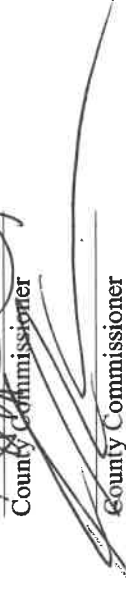
NOW, THEREFORE, BE IT RESOLVED, the Williamson County Board of Commissioners, meeting in regular session this 9th day of January, 2023, hereby acknowledges its support for and requests the Tennessee General Assembly to adopt legislation including the following initiatives to address concerns regarding the future economic viability of historical commercial properties:

- Section 1: Create legislation that would permit local governments to craft local tax relief programs for historical commercial properties experiencing a certain level of increased value assessment and defining the criteria and application of historical commercial zones;
- Section 2: Provide local governments with guidance and classifications on how to define what constitutes historical commercial properties and implement overlay zones and criteria for the historical properties that may be eligible for tax relief under the new legislation; and
- Section 3: Include a provision in the legislation that would allow local governments to “opt in” to the tax relief legislation creating local choice in the participation in said tax classification system.

AND BE IT FURTHER RESOLVED, that upon approval of this resolution and its signing, the Board of Commissioners directs the County Clerk’s Office to mail a copy of this resolution to Williamson County’s State Representatives and State Senators.


County Commissioner

County Commissioner

County Commissioner


County Commissioner

County Commissioner

COMMITTEES REFERRED TO & ACTION TAKEN:
Tax Study Committee: For 3 Against 1
Budget Committee: For Against took no action
Commission Action Taken: For 17 Against 6 Pass Out

Jeff Whidby, County Clerk
Brian Beathard, Commission Chairman
Rogers C. Anderson, Williamson County Mayor

Date