

ORDINANCE 2011-05

TO BE ENTITLED: "AN ORDINANCE TO ESTABLISH YIELD CONTROL AT THE MARKET EXCHANGE COURT, GARDNER SCHOOL DRIVEWAY AND THE SHINGLE WAY ENTRANCES TO THE AFOREMENTIONED COURT IN THE CITY OF FRANKLIN, TENNESSEE."

WHEREAS, Market Exchange Court (a public street) contains a circulating roadway with a center island, and

WHEREAS, Shingle Way (a private street) extends the through street beyond the circular roadway, and

WHEREAS, the Gardner School driveway connection to the circulating roadway has introduced conflicting movements at the other approaches to Market Exchange Court, and

WHEREAS, the Gardner School driveway approach is the only approach to have any traffic right-of-way controls, and

WHEREAS, for clarity and safety of right-of-way it is appropriate to install YIELD control on all of the approaches to the Market Exchange Court roadway island (traffic circle).

NOW THEREFORE:

SECTION I: BE IT ORDAINED by the Board of Mayor and Aldermen of the City of Franklin, Tennessee, that motor vehicles traveling on Market Exchange Court, Gardner School's driveway and on Shingle Way approaching the Market Exchange Court circulating roadway shall be required to YIELD the right-of-way to vehicles already in the circulating roadway, and remain standing until such motor vehicles can proceed into and through the intersection in safety.

SECTION II: BE IT FURTHER ORDAINED by the Board of Mayor and Aldermen of the City of Franklin, Tennessee, that motor vehicles traveling on Gardner School's driveway and on Shingle Way approaching the Market Exchange Court circulating roadway shall additionally be required to YIELD the right-of-way to pedestrians in the crosswalk, and remain standing until such motor vehicles can proceed into and through the intersection in safety.

SECTION III: BE IT FURTHER ORDAINED by the Board of Mayor and Aldermen of the City of Franklin, Tennessee, that the Director of the Streets Department shall be, and is hereby, authorized to install the proper signs and markings on Market Exchange Court, Gardner School driveway and Shingle Way to notify the general public of this revision. All violations of the Ordinance shall be enforced in accordance with Chapter 1 of Title 6 of the Franklin Municipal Code or in accordance with any pertinent provisions of the Tennessee Code Annotated.

SECTION V: BE IT FINALLY ORDAINED by the Board of Mayor and Aldermen of the City of Franklin, Tennessee, that this Ordinance shall take effect from and after its passage on second reading, the health, safety, and welfare of the citizens requiring it.

ATTEST

CITY OF FRANKLIN, TENNESSEE

By: _____
ERIC S. STUCKEY
City Administrator

By: _____
Dr. KEN MOORE
Mayor

PASSED FIRST READING: January 25, 2011

PASSED SECOND READING: _____



MEMORANDUM

January 10, 2011

TO: Board of Mayor and Aldermen

FROM: Eric S. Stuckey, City Administrator
Eric J. Gardner, P.E., Director of Engineering
Carl Baughman, Traffic/Transportation Engineer
Joe York, Street Department Director

SUBJECT: Discussion of Appropriate Traffic Control at Market Exchange Court

Purpose

The purpose of this memorandum is to provide the Board of Mayor and Aldermen (BOMA) with information to consider a request received by the Engineering Department for traffic control at the circle in Market Exchange Court.

Background

Market Exchange Court is a public street that ends in a court with a center island (diameter is 80 feet). Shingle Way is a private street that extends the roadway on the other side of the center island. With only two legs branching from the circle, it has functioned as a median in the street, with no traffic controls and practically no circulating traffic. In the fall of 2010, a third junction has connected to the Court in the form of the driveway for Gardner School; it is stop-controlled at its entrance to the circle. This driveway has introduced circulating traffic to the Court, which now generates conflicting traffic at the uncontrolled street approaches. For this reason the Director of Gardner School has requested traffic controls here. In addition, a five-story office building expected to employ 636 people has been approved that will have parking lot access to both Shingle Way and the Gardner School driveway. Finally, the Shingle Way approach has sidewalk ramps with an unmarked crosswalk across it.

Options

Option 1 – Approve an Ordinance to install YIELD control on both the Market Exchange Court and Shingle Way street approaches to the circle. This option will establish right-of-way on these approaches according to the standard rule for streets entering a traffic circle, where circulating traffic has the right-of-way. The City would install the sign and YIELD line on the Market Exchange Court (public street) approach, while the owner of Shingle Way would install the sign, YIELD line and crosswalk on the Shingle Way (private street) approach.

Option 2 – Approve an Ordinance to install STOP control on both the Market Exchange Court and Shingle Way street approaches to the circle. This option will establish right-of-way on these approaches above and beyond what is necessary for streets entering a traffic circle. Such STOP control will likely generate disregard for these controls that could well extend to other STOP signs in the community.

Option 3 – No action; allow the motorists to negotiate their way through the circle. The Director of Gardner School reports that parents making the trip to and from school have gotten into arguments with other motorists using the circle.



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MEMORANDUM

Financial Impact

The Street Department would bear the cost to manufacture, install and maintain the Market Exchange approach sign. The owner of Shingle Way would bear the cost to manufacture, install and maintain the Shingle Way sign and crosswalk marking.

Recommendation

Staff recommends Option 1. It would bring clarity to the right-of-way situation here while minimizing the amount of delay needed to safely travel through the intersection.

Attachments