

## CITY OF FRANKLIN

DEPARTMENT OF PLANNING & ENGINEERING

70 E. MONROE STREET › FRANKLIN, INDIANA 46131 › 877.736.3631 › FAX 317.736.5310 › [www.franklin.in.gov](http://www.franklin.in.gov)

# Memo

**To:** Board of Public Works and Safety  
**CC:** Mayor, Clerk/Treasurer, City Attorney  
**From:** Travis J. Underhill, PE – City Engineer  
**Date:** December 10, 2012  
**Subject:** Traffic and Parking on Jackson Street (Madison to Adams)

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Per recent discussion at the Board of Public Works and Safety meetings and request of Board Members, I have done some additional research regarding this matter.

### Understanding of the Issues:

1. The traffic patterns were adjusted at the above mentioned road section to provide ease to the traffic patterns in the downtown area while Madison and Main were closed for construction. This section was previously one-way north with parking on one or both sides (dependent on section of road). Two-way traffic has been permitted temporarily, with only angled parking and some parallel parking on the west side.
2. Currently no parking is allowed on the east side.
3. Previously, under one-way conditions, parallel parking was allowed on the east side.
4. At least one residence on the east side now has no parking. Said residence is currently for sale and said owner has expressed marketing difficulty due to lack of parking.

### Additional Research:

1. Attached sketches indicate the current road widths.
2. One sketch indicates 45 degree parking on the west leaves only 18 feet for travel lanes (sub standard) and no parking on the east.
3. One sketch indicates 30 degree parking on the west and leaves only 20 feet for travel lanes (meets standard, but 22 would be more desirable) and no parking on the east.
  - a. It should further be noted that 30 degree parking is much less desirable as it creates additional difficulty for drivers backing up into travel lanes as well as parallel along other parked cars.
  - b. It should also be noted that 30 degree parking would provide for at least 2 less spaces in front of the existing business at Jackson and King.
    - i. Parking direction will also need to be restriped and delineated as these spaces are still being used as they were in a one-way traffic pattern (pulling in from north bound land will need to be changed from pulling in from south bound lane)

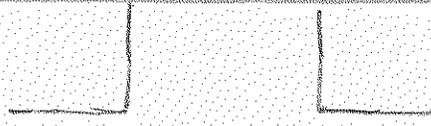
**Results and Recommendations:**

1. Research results yield that our recommendation would be to return Jackson Street traffic patterns to a one-way north pattern, consistent with pre-construction conditions and to allow parking on both sides of the road as was previously posted and permitted. The following reasons are offered.
  - a. Parking will again be available to those residences on the east side of the road.
  - b. The same amount of parking will be available in general as was previously available.
  - c. The angled parking at Jackson and King will not need to be restriped.
    - i. Nor will any spaces at this location be lost.
  - d. And most importantly, adequate width travel lanes will still be available with no continued disruption to those living and doing business in this immediate area.

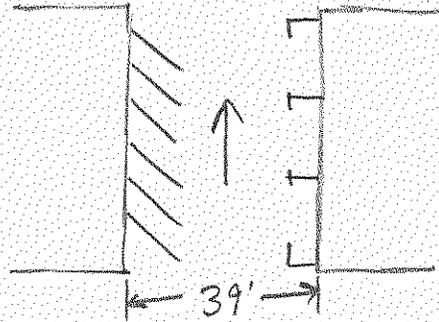
EXISTING CONDITIONS - PRE MADISON + MAIN ST. CONST.



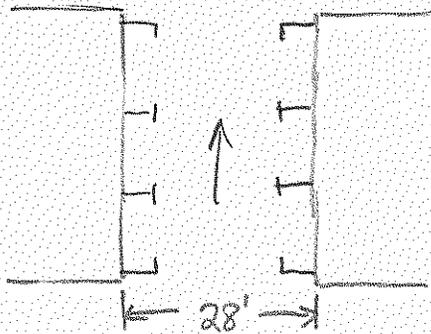
KING



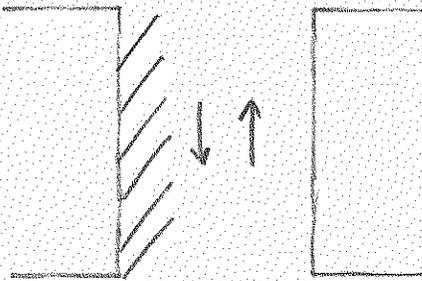
ALLEY



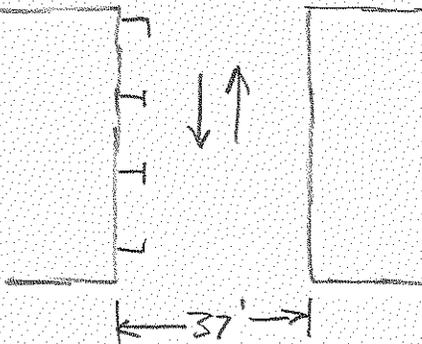
MADISON



ALLEY



JEFFERSON

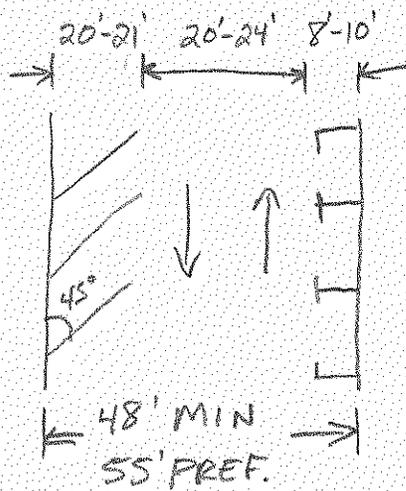


JACKSON

CAMPAD

CAMPAD

|                             | MINIMUM | PREFERRED |
|-----------------------------|---------|-----------|
| LANE WIDTHS                 | 10'     | 11'-12'   |
| PARALLEL PARKING            | 8'      | 9'-10'    |
| PERPENDICULAR PARKING (90°) | 18'     | 20'       |
| 45° ANGLED PARKING          | 20'     | 21'       |
| 30° ANGLED PARKING          | 18'     | 19'       |



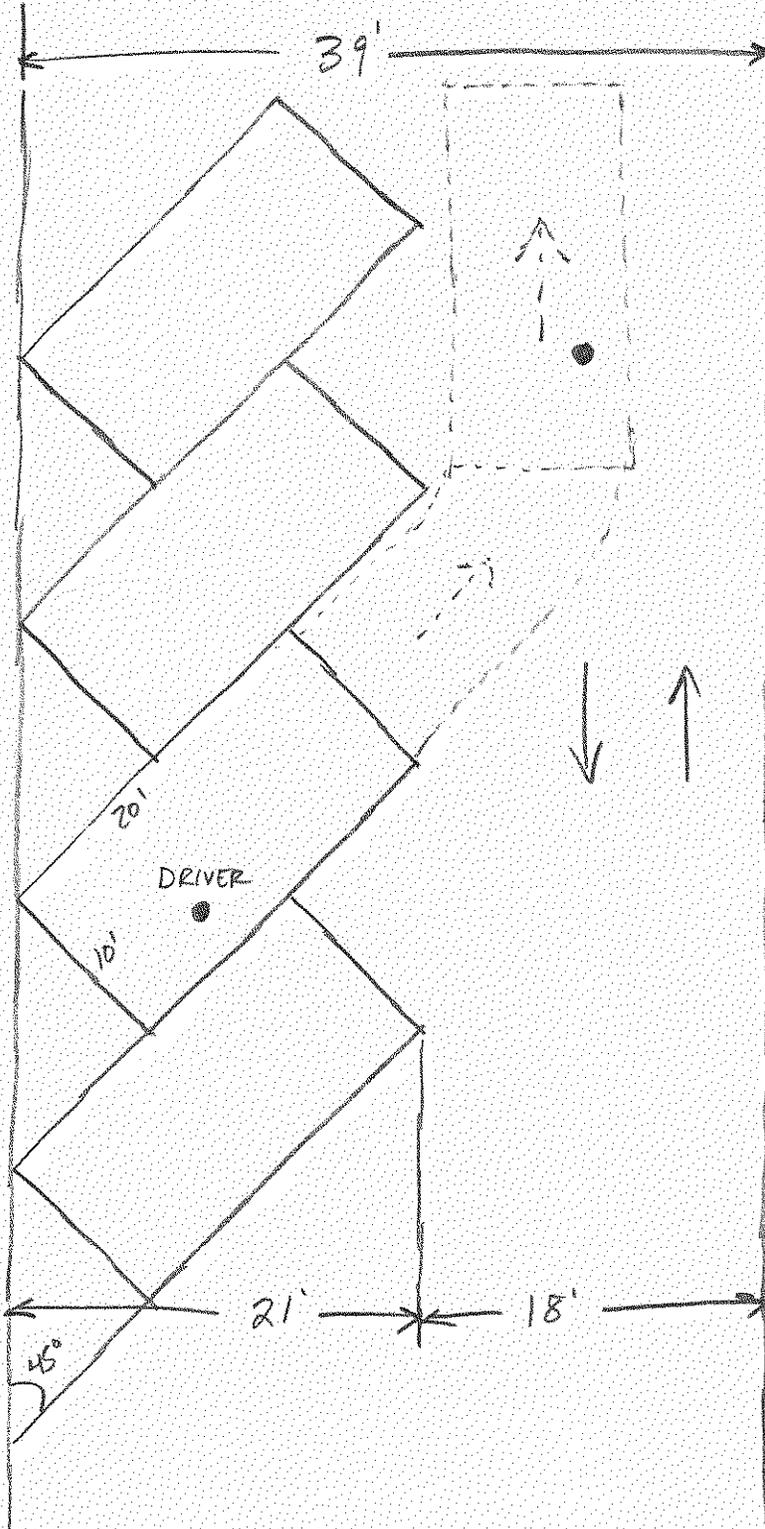
MEASURED FROM FACE OF CURB PERP. INTO TRAFFIC LANES

45°

JACKSON STREET, MADISON TO KING  
(NORTH OF ALLEY)

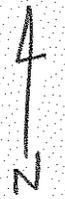
CAMPAD

45° ANGLED PARKING



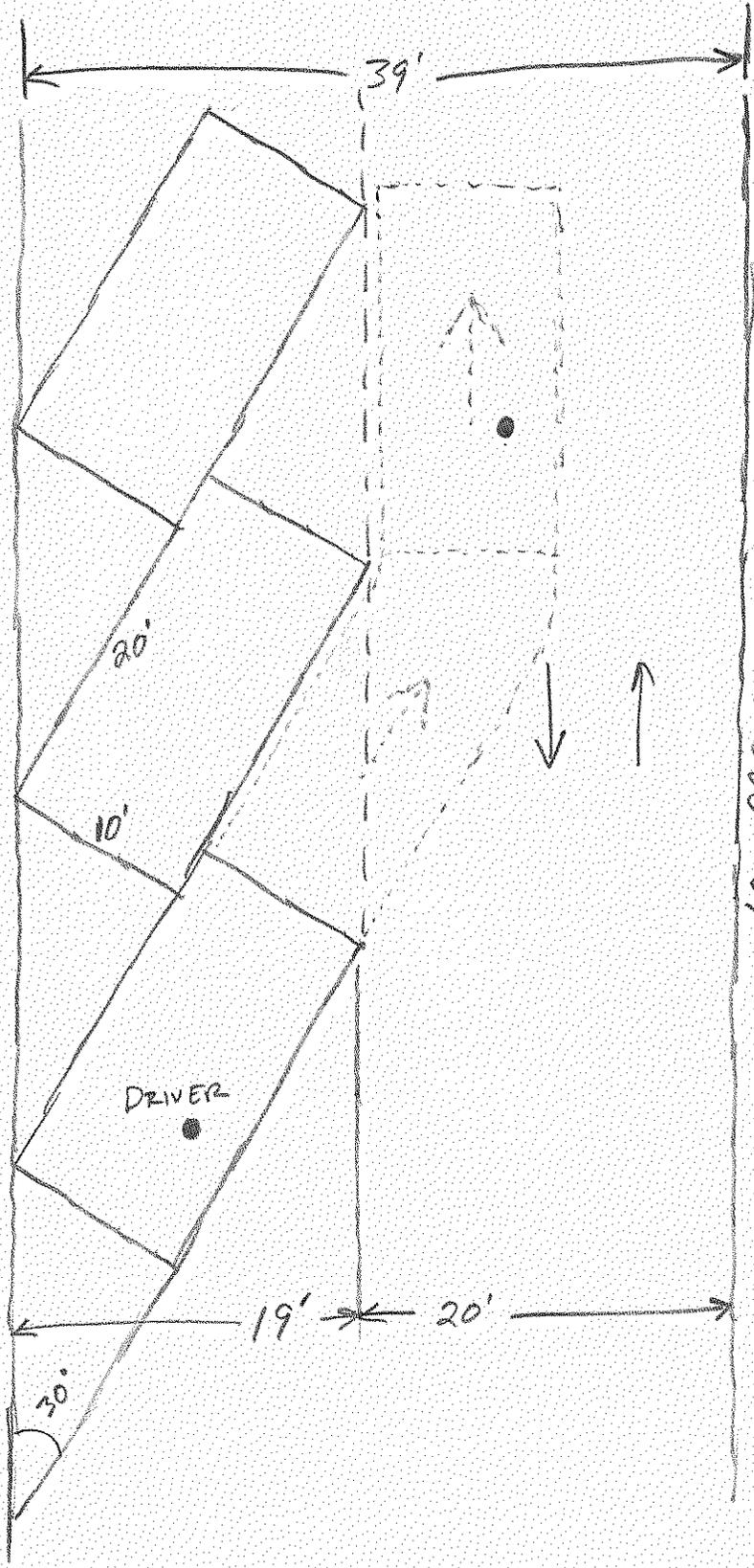
NO PARKING

**30°** JACKSON STREET, MADISON TO KING  
(NORTH OF ALLEY)



CAMPAD

30° ANGLED PARKING



NO PARKING

NOTE:  
30° IS NOT OPTIMAL  
DUE TO LENGTH OF  
REVERSING MOVEMENT  
TO PROCEED.