



DOWNTOWN PARKING AND MANAGEMENT STUDY: EXECUTIVE SUMMARY

Introduction and Overview



Parking is an integral component of our everyday lives. So much so that it often becomes an invisible and under-valued part of a built environment. While not often considered as such, parking in a downtown environment is infrastructure. It should be viewed, accounted for, and managed in order to ensure that the civic, entrepreneurial, religious, tourism-related, residential, and commercial functions of the downtown can continue. In fact, proper management of parking in downtown will allow the historic core to continue to grow and thrive. Downtown Franklin is a special place, those of us who live, work, shop, and worship here already know that. Parking is an essential part of the equation to ensure the continued success of Downtown. This Parking Study is presented in three technical parts to provide the City, business owners, property owners, residents, workers, and all stakeholders with an understanding of the existing conditions for parking, what to expect for the future of parking in downtown, and finally, recommendations and best practices for the City and other partners to undertake.

"It's unfair to have cities where parking is free for cars and housing is expensive for people."

Donald Shoup, author
[The High Cost of Free Parking](#)

The City of Franklin undertook this Parking Study to comprehensively review the parking network in the Downtown area. The charge of the Parking Study is to: identify parking challenges and opportunities in the current operation and management of the parking network; review the existing conditions within the parking network; review and recommend policies that will improve the function of the parking

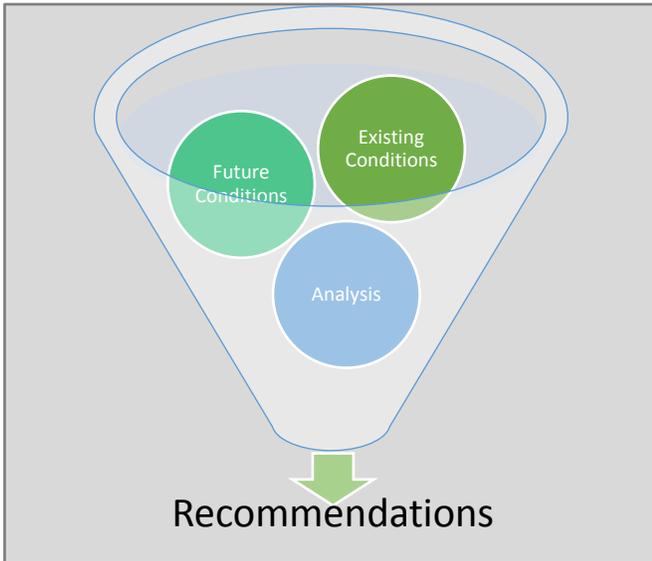
network; and identify possible locations for future public parking within the study area. The purpose of the Study is to provide the City, businesses, property owners, residents, shoppers, diners, workers, churches, tourists, and all stakeholders with:

(1) a clear understanding of the existing parking infrastructure; (2) projections of anticipated parking demand in the downtown area; and (3) identification of parking infrastructure and operational needs. The Parking Study Report is designed to provide information and answers in three reports: (1) Existing Conditions Report; (2) Future Conditions Report; and (3) Recommendations Report.

This summary provides an overview of the Technical Memorandums and Appendices that form the bulk of the Parking Study. Each Technical Memorandum will be summarized in more detail

below, but in essence, the Parking Study was approached through the classic comprehensive planning process: An Existing Conditions review to provide a baseline dataset, a Future Conditions and Analysis review that projects the existing conditions dataset into the future, and a set of Recommendations to shape the parking needs identified in both the Existing and Future Conditions reviews.

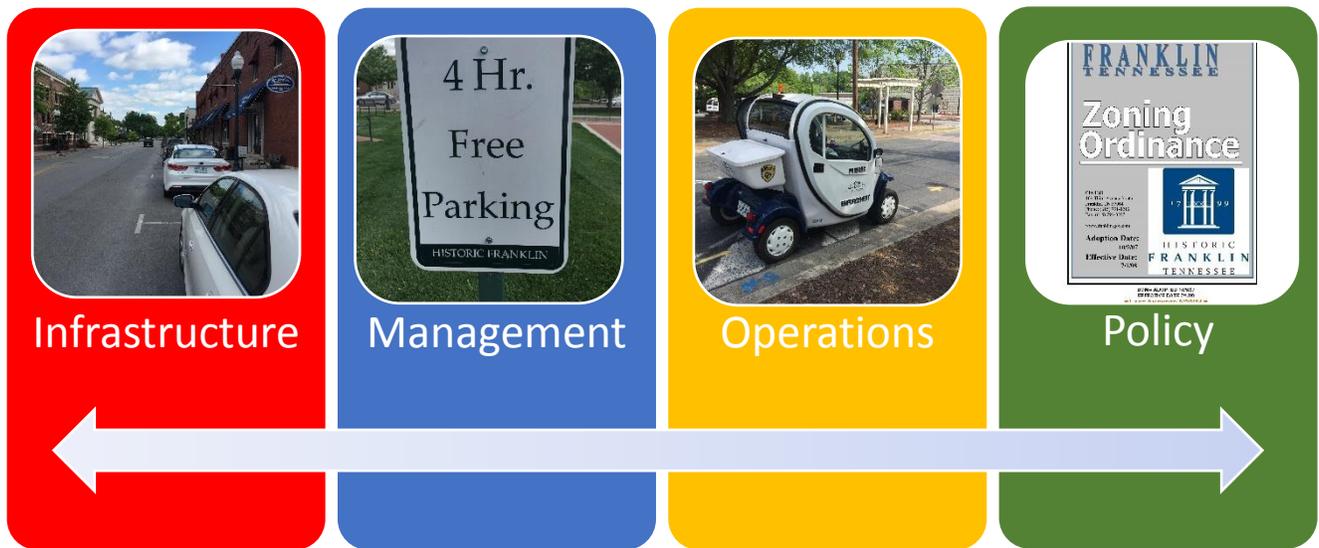
The Existing Conditions Report provides a snapshot of parking in the Summer and Autumn of 2017. It provides the utilization and the occupancy/duration of on-street and public parking garages in the Study Area. In order to identify the future parking needs for Downtown Franklin, as defined in the Study Area, it is necessary to analyze land use and development possibilities and investigate the impacts on parking



needs. The future conditions section contains the comparison and analysis of that future growth upon the existing parking infrastructure in Downtown. This section of the Parking Study utilizes the information, data, and findings from the Existing Conditions Report, *Envision Franklin Land Use Plan*, and shared parking standards.

Generally, parking studies in other communities consider the Future Conditions component of the study to be only Existing Conditions plus Committed Projects that will impact parking needs. However, through a combination of the consultant team’s local knowledge and the invaluable help of the Engineering and Planning and Sustainability Staff, this Study contains a robust, multilayered data projection that provides the City with the possible land use mix and parking demand for the next 20 years. It is important to keep in mind this type of speculative analysis is not intended to determine construction projects but to help the city identify needed operations and management styles and policies to shape the parking requirements of new development. The intent is to help the city evolve in a way that supports the already thriving downtown area for locals and visitors.

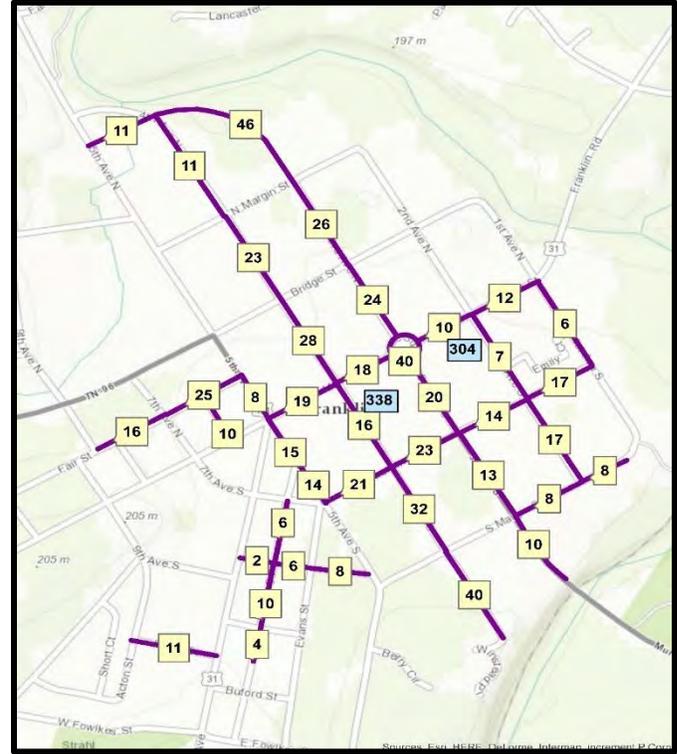
The recommendations that resulted from the study are categorized into four interconnected areas:



The recommendations are then broken down further into Immediate, Short Term, Mid-Term, and Long Term categories. The immediate recommendations are those that can be easily implemented without much capital funding required. The short and mid-term projects are items that may require additional studies or should be implemented, as needed, when and if the development occurs. The long-term recommendations are those that will need further study as the downtown area grows and develops over the next ten plus years. The policy recommendations are those items that are intended to assist the city in evaluation of the parking needs as development occurs.

Existing Conditions

The consulting team conducted parking counts throughout the study area. The study area for the parking counts is determined by the location of the shared parking uses as shown below. It is bound by 9th Avenue to the west, the railroad tracks to the south, 1st Avenue to the east, and 4th Avenue to the north.



To determine the number of on-street parking spaces available within the downtown area, a draft striping plan has been prepared. In addition to the on-street parking stalls there are two public garages in the study area, on 2nd Avenue and 4th Avenue. The total parking supply inventory is shown in the Table to the right.

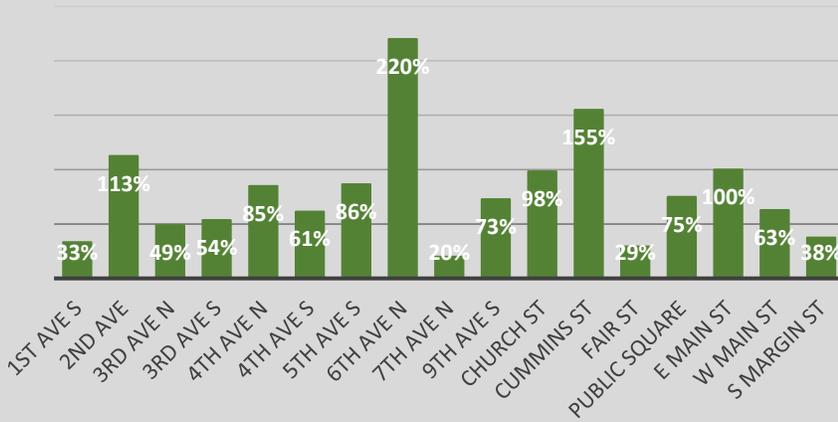
Parking Utilization

Parking utilization is the determination of how often a parking space is occupied. In order to determine this in the study area, counts were conducted

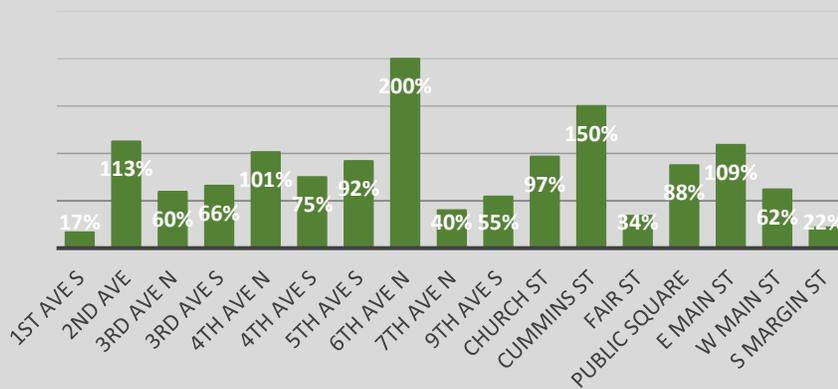
Type of Parking	Spaces
Public*	1,378
Private**	1,622

*Public includes on-street spaces, public parking garages, public parking lots, and publicly leased spaces.
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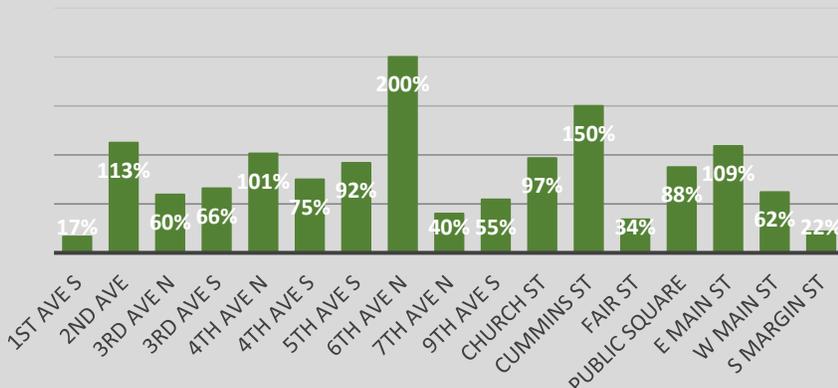
AM Utilization



MD Utilization



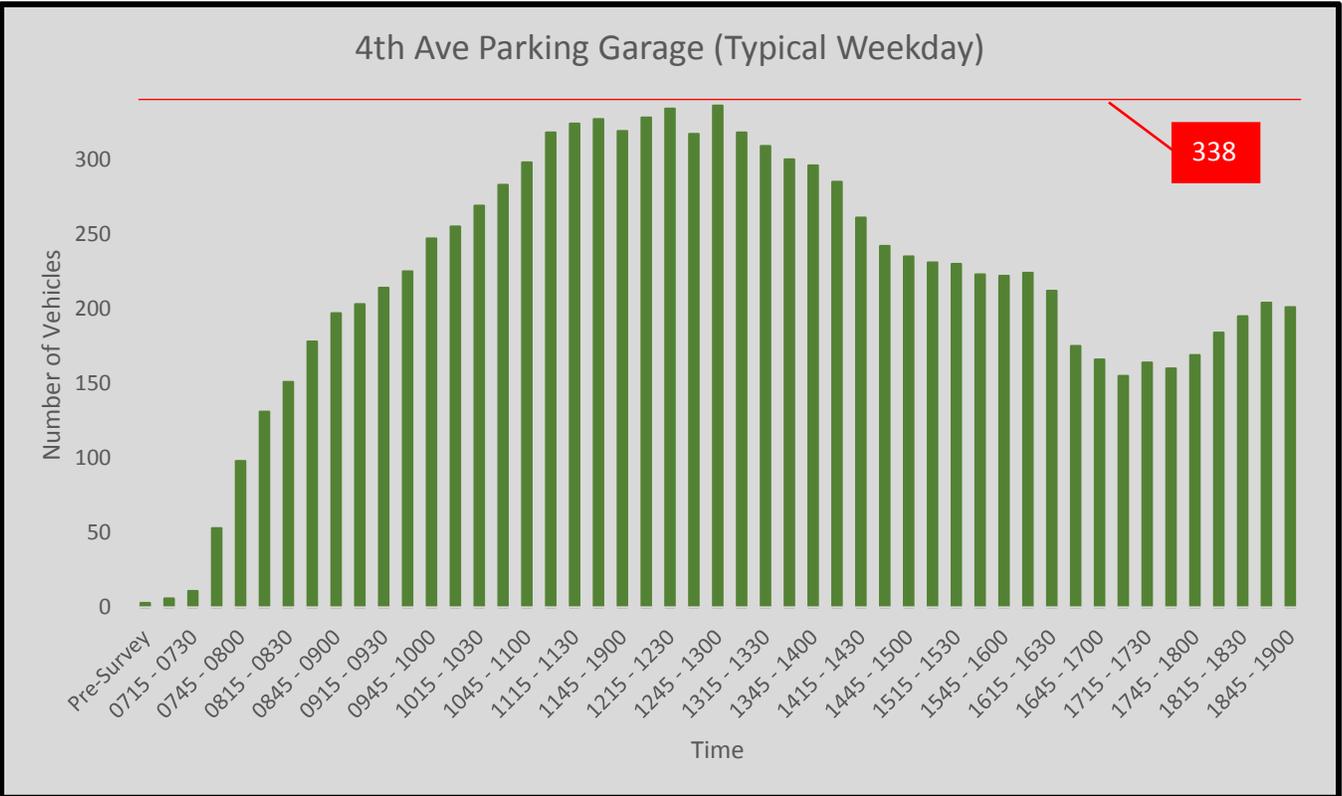
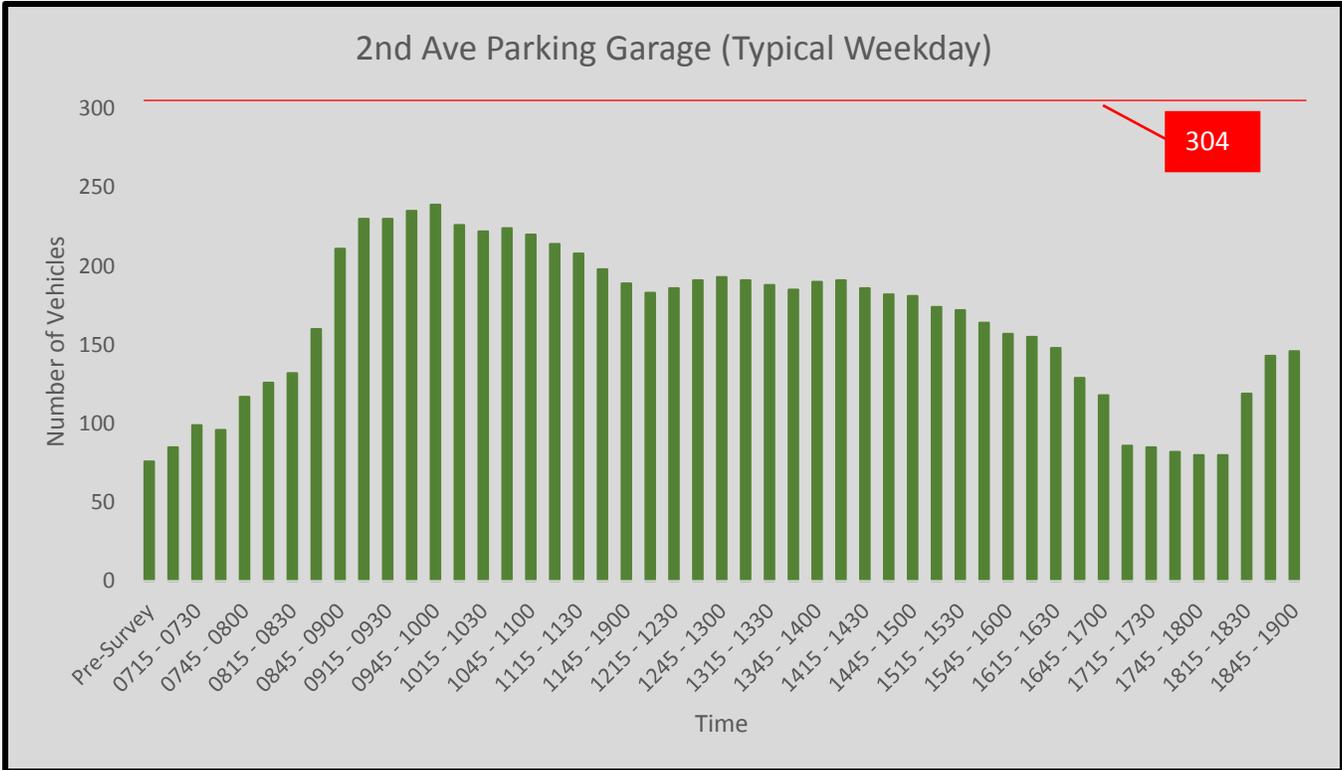
PM Utilization



of the on-street parking locations and garages on a typical weekday and weekend for a 12-hour time frame. The graphs to the left show on a street by street basis how many of the spaces are occupied during the peak parking time for a typical weekday on that street.

Based on the parking counts conducted, the on-street parking areas that are over utilized at some time during a typical weekday include 2nd Avenue, 6th Avenue, Cummins Street, and East Main Street.

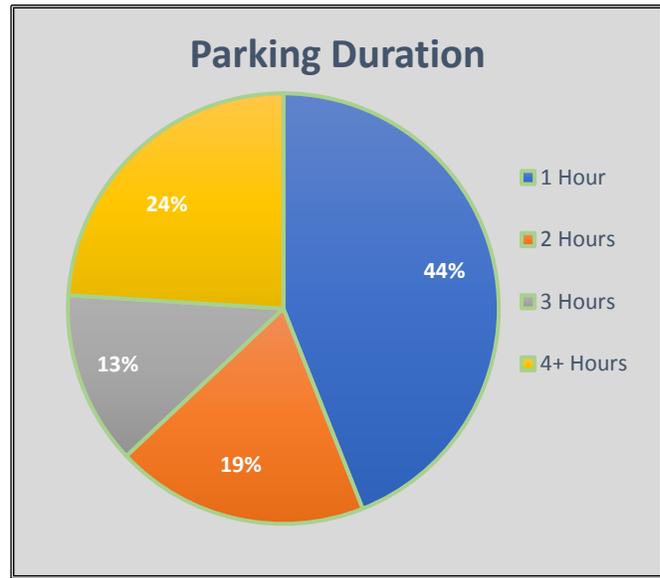
The 2nd Avenue Garage reaches an occupancy of 239 spaces during a typical weekday, shown in the chart on the following page, and 125 spaces for a typical weekend. While the 4th Avenue garage reaches a peak occupancy of 336 on a typical weekday, shown on the following page, and 337 on a typical weekend. The occupancy counts show that although there are areas of downtown Franklin that reach capacity during the peak there is parking available in other areas that may not be perceived as convenient. These results match with the survey results which showed that people felt there was a shortage of convenient on-street parking spaces in the downtown area.



Parking Duration

The amount of time a vehicle parks in a space is referred to as the parking duration. For this study, the vehicles utilizing the on-street parking were observed to determine how long vehicles were parked on the street. The chart to the right shows the results of the duration count for on-street parking on a typical weekday.

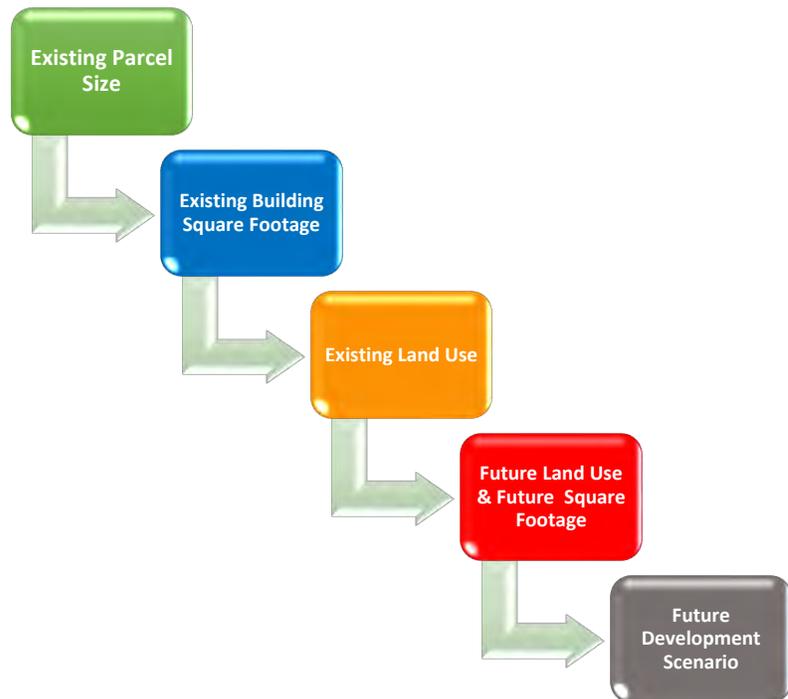
The parking duration counts showed that the streets with greater than a three-hour average parking duration include 1st Avenue, 7th Avenue, Church Street, Cummins Street, Fair Street and Margin Street. Residential parking on 1st Avenue and 7th Avenue accounts for some of the long parking durations experienced. Overall approximately 63% of the vehicles parked for 2 hours or less. Therefore, the City of Franklin should consider evaluating the parking time limit to determine if an adjustment to the limit will be agreeable with the cities long term plans for parking.



Future Conditions

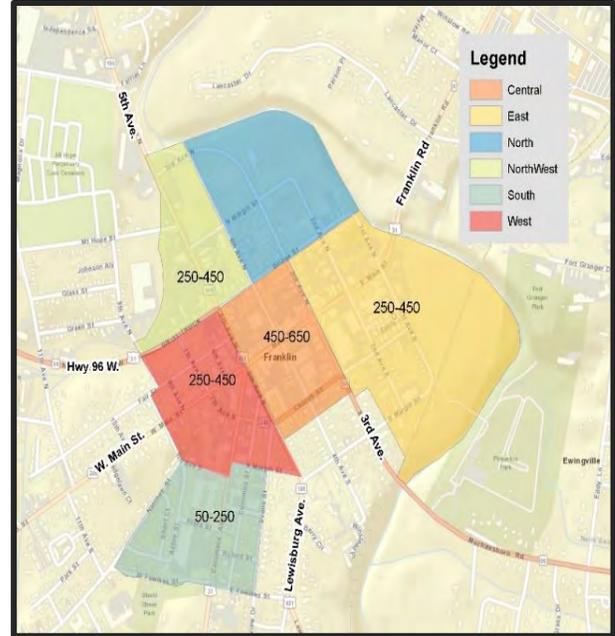
Through a combination of the consultant team’s local knowledge and the invaluable help of the Planning and Sustainability and Engineering Staff, this Study contains a robust, multilayered data projection that provides the City with the possible land use mix and parking demand for the next 20 years. The basis for the Future Conditions, which encompasses parcel-by-parcel land use mixes, new square-footage projections, and projected parking demands, is the *Envision Franklin* Land Use Plan, which was adopted by the Franklin Municipal Planning Commission on January 26, 2017.

Since land use influences shared parking, the first step in developing the future parking needs scenario was to compare existing land use and existing building square footage to that allowed by Envision



Franklin. It should be noted that the data projection used for this Study is not a formalized Market Demand Study. Rather, the data projection is similar to a future land use model used in comprehensive land use planning. The step-by-step process that created the multiple layers of the overall data projection is depicted on the previous page.

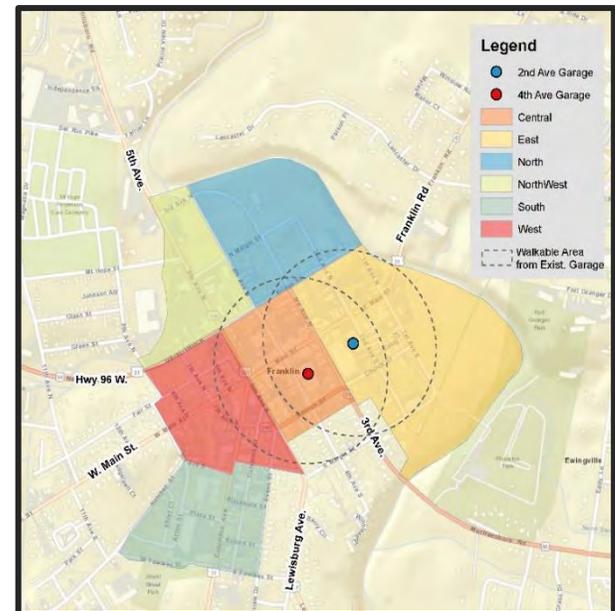
Once the future parking demand was determined, the downtown study area was divided into Shared Parking Districts. These are geographic areas defined by blocks where shared parking is likely to occur between land uses. The Shared Parking Districts were used to analyze the amount of parking spaces that can reasonably be shared. The analysis was performed using the Urban Land Institute *Shared Parking*, 2nd Edition methodology which is industry standard. The map to the right shows the results of this analysis which combines parking spaces provided by private and public lots.



The parking results are intended to help guide the city in identifying future public parking locations and infrastructure. This scenario development will also assist with zoning ordinance modifications, and creating policies and programs to help utilize parking in the entire downtown area. It is important for the city to evaluate each development as it is proposed to determine the appropriate amount of parking needed based on the proposed land use and building size.

Walkable Area

For the shared parking analysis, six Shared Parking Districts were created. However, in reality vehicles will park in one shared parking district and walk to another. For this reason, the walkable area was factored into the recommendations. The industry standard that defines a walkable area uses a 5-minute walk at 3.5 feet/second as a typical walking distance. The map to the right shows the relationship between the shared parking districts for the 2nd Avenue garage and 4th Avenue garage walkable areas.



Recommendations

The table below summarizes the Infrastructure, Management, Operation, and Policy recommendations, based on the findings of the Existing and Future Condition Reports, which will help the City achieve an efficient, functional, and safe parking network in the downtown area.

Infrastructure

- **Immediate**
 - On-Street Striping Plan
 - Mid-Block Crossing on 4th Avenue South near 4th Avenue Garage
- **Short Term**
 - Mobility Hubs along Main Street
 - Finalize New Surface Lot Locations and Begin Land Acquisition
- **Mid-Term**
 - Transit Integration
 - Construction of New Surface Lots
 - Columbia Avenue Parking Garage: Pursue Land Acquisition and Begin Construction of Garage
 - 5th Avenue North and Main Street Area: Pursue Land Acquisition and Begin Construction of Garage

Management

- **Immediate**
 - Reduce maximum on-street parking limit to 2 hours
- **Short Term**
 - Parking Ambassador Program
- **Mid-Term**
 - Residential Permit Program

Operations

- **Mid-Term**
 - Comprehensive Wayfinding Signage
 - Safety (Lighting, Foot/Bicycle Patrols, Call Boxes)
- **Long Term**
 - Technology Recommendations (Pay-by-Phone Capabilities, Smart Parking Meters, Automated Guidance Systems, Electronic Citations)

Policy Decisions

- Municipal Code and Zoning Revisions
- Evaluate Recommended Phasing of Revenue for Paid Garage Parking
- Parking Authority
- Paid Parking for On-Street and Public Parking Garages
- Evaluate Enforcement Recommendations: Police Department retains enforcement; enforcement timeframe of 9 AM - 9 PM Monday - Saturday (no enforcement on Sundays); review parking violation and fine schedule based on paid parking policy decision.



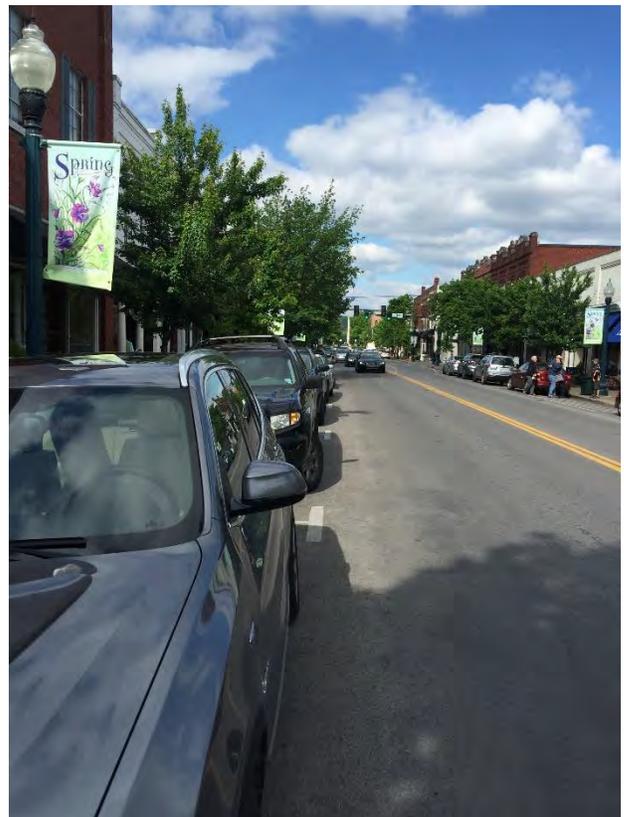
**DOWNTOWN PARKING AND MANAGEMENT STUDY:
EXISTING CONDITIONS TECHNICAL REPORT**

Existing Conditions: Introduction

Parking is an essential element of City life. In a downtown, convenience, safe, available, and cost-effective parking is critical to creating and sustaining a vibrant and active environment. Parking can often be treated as a secondary concern; however, it is a part of the essential infrastructure for the function of commercial, residential, religious, and governmental uses. When properly located and managed as a principal building block of community and economic development, especially in a downtown environment, it can become a hidden sustainer of success and foster a vibrant anchor point for a community. Parking is incorporated into many aspects of our daily living like parking for work, shopping, eating, or to visit a park, library, or museum. However, it is often not considered as part of a community's infrastructure. In a downtown, parking functions just as the roadways, sidewalks, water, and sewer pipes do by allowing the land uses within the urban core to function on a daily basis.

The City of Franklin has undertaken this study to evaluate the existing parking conditions, analyze future parking conditions, and determine the next steps for the downtown area to handle parking needs in the future.

There are several aspects of parking that impact the functionality for the various land uses. In the study area of downtown Franklin, the many uses include retail, commercial, restaurants, office, civic buildings, churches, and residential. Parking in a developed urban core can be shared by multiple land uses within a walkable proximity. In addition, some property owners will reserve parking for employees and customers. All of these aspects are considered to determine the amount of parking needed across the Study Area.



On-street parking along Main Street

Various classes of parking impact the convenience and availability of spaces. The various classes in Franklin include spaces reserved for employees and customers as well as spaces reserved for handicap or specific businesses. These spaces are included in the existing parking counts and were counted as part of the existing conditions.

This technical memorandum contains the data collected in the downtown City of Franklin pertaining to existing parking. The existing conditions of the state of parking in the Study Area provide an essential

and core understanding of the demand of parking both in utilization and duration. Both aspects of parking demand are explored in-depth as part of this technical memorandum.

Study Area

The purpose of collecting the data is to determine the demand for the parking garages and on-street parking that are used by various uses. These public parking spaces are shared by the retail, commercial, institutional, office, restaurant, and financial uses in the walkable downtown area. The study area for the parking counts is determined by the location of the shared parking uses as shown in Figure 1. It is bound by 9th Avenue to the west, the railroad tracks to the south, 1st Avenue to the east, and 4th Avenue to the north.



Figure 1. Shared Parking Study Area

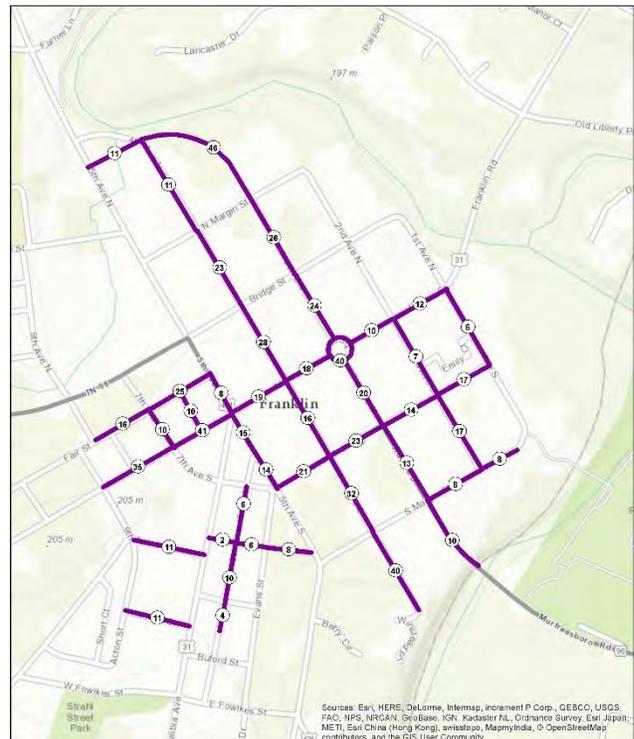


Figure 2. Number of On-Street Parking Stalls based on Draft Striping Plan

Due to the fact that on-street parking is largely unstriped in the study area, to determine the number of on-street parking spaces available within the downtown area, a draft striping plan has been prepared and provided to the Engineering Department as a separate element of the Parking Study. The stalls were striped to be 8' x 22' with a 6' clearance for driveways and 35' clearance for intersections. Figure 2 shows the number of on-street parking stalls per block in the Downtown Franklin area based on the draft striping plan.

Data Collection Process

To determine baseline data for the Parking Study, information was collected in four categories: Overall Inventory; On-street Striping Plan; Parking Utilization; and Parking Duration. The specific, technical data are provided in the Technical Appendices; however, the following provides a brief summary of each of the four data collection elements:

Parking Supply Inventory: For this data element, the overall number of parking spaces for the Study Area was collected. This included public on-street spaces, public garage spaces, publicly leased lot spaces, and selected private off-street spaces.

On-street Striping Plan: For this data element, an on-street striping plan was created to determine the proper layout and location for all on-street parking spaces within the Study Area.

Parking Utilization Study: For this data element, a field survey was conducted on a 30-minute interval to provide information on the number of vehicles parked per block within the Study Area.

Parking Duration Study: For this data element, a field survey was conducted within the walkable, core portion of the Study Area. The duration study utilized License Plate Recognition technology to collect data on an hourly basis.

Data Collection Methodology

This data was collected for the walkable parking locations in the downtown Franklin core. Counts were conducted for the on-street parking and the two parking garages on two typical weekdays and a Saturday from 7 AM to 7 PM. These occupancy counts were collected on a block by block basis and for each parking garage. In addition, license plate counts were conducted for the on-street parking on a typical weekday to determine the amount of time vehicles utilize the on-street parking.

On-street Parking per Block

To determine the number of parking spaces available per block, a layout of each roadway using standard on-street parking stall sizes and standard roadway lane widths has been prepared. Each of the stalls was laid out as 8'x22' and the minimum vehicular thru lane width used was 10'. Set-backs from driveways and intersections as called out in the City of Franklin Zoning Ordinance were also met as part of the layout. Figure 1 contains the existing number of parking stalls based on the layout created using the City of Franklin Zoning Ordinance Standards.

On-Street Parking Per Block		
Street	Street Segment	Capacity
4th Ave S	between start point & S Margin St	40
	between S Margin St & Church St	32
	between Church St & Main St	16
S Margin St	between 5th Ave S & 4th Ave S	0
	between 4th Ave S & 3rd Ave S	0
	between 3rd Ave S & 2nd Ave S	8
	between 2nd Ave S & 1st Ave St	8
	between Columbia Ave & Cummins St	2
	between Cummins St & Evans St	6
	between Evans St & 5th Ave S	8
Church St	between 1st Ave S & 2nd Ave S	17
	between 2nd Ave S & 3rd Ave S	14
	between 3rd Ave S & 4th Ave S	23
	between 4th Ave S & 5th Ave S	21
5th Ave S	between Church St & Cummins St	14
	between Cummins St & Main St	15
	Between Main & Fair	8
Main St	between 5th Ave S & 4th Ave S	19
	between 4th Ave S & 3rd Ave S	18
	between 3rd Ave S & 2nd Ave S	10
	between 2nd Ave S & 1st Ave S	12
	between 5th Ave S & 7th Ave S	41
	between 7th Ave S & 9th Ave S	35
Public Square	SW Section of Roundabout	10
	SE Section of Roundabout	10
	NE Section of Roundabout	10
	NW Section of Roundabout	10
1st Ave S	between E Main St & Church St	6
2nd Ave S	between S Margin St & Church St	17
	between Church St & E Main S	7
3rd Ave S	between E Main St & Church St	20
	between Church St & S Margin St	13
	Between S Margin and RR	10
Cummins St	between 5th Ave S & Church St	0
	between Church St & S Margin St	6
	between S Margin St & Blackburn St	10
	between Blackburn St & Buford St	4

On-Street Parking Per Block		
Street	Street Segment	Capacity
	between Buford St & E Fowlkes St	0
Natchez St	between W Fowlkes St & Acton St	0
	between Acton St & Short Ct	0
	between Short Ct & Acton St	0
Plaza St	between Acton St & Columbia Ave	11
6th Ave N	between start point and Fair St	10
Fair St	between 6th Ave N and Hwy 96	41
Hwy 96	between Fair St and Bridge St	0
Bridge Street	between 5th Ave N and 4th Ave N	0
	between 4th Ave N and 3rd Ave N	0
	between 3rd Ave N and 2nd Ave N	0
1st Ave N	between 2nd Ave N and E Main St	0
3rd Ave N	between Public Square and Bridge Street	24
	between Bridge Street and N Margin St	26
	between N Margin St and 4th Ave N	46
4th Ave N	between 5th Ave N and 3rd Ave N	11
	between 3rd Ave N and N Margin St	11
	between N Margin St and Bridge St	23
	between Bridge St and Main St	28
7th Ave	between Fair St & Main St	10
9th Ave	between Columbia & Natchez	11

Parking Supply Inventory

The current public parking supply in the walkable downtown Franklin study area consists of two parking structures and on-street parking. The inventory is broken down in the below list:

- 2nd Avenue Parking Garage – 304
- 4th Avenue Parking Garage – 338
- On-street parking (based on striping plan) – 655

Type of Parking	Spaces
Public*	1,378
Private**	1,622

*Public includes on-street spaces, public parking, garages, public parking lots, and publicly leased spaces. Also note: The number of publicly leased spaces changed during the course of the Parking Study. Therefore, the public spaces have been reconciled with the Future Conditions Report.

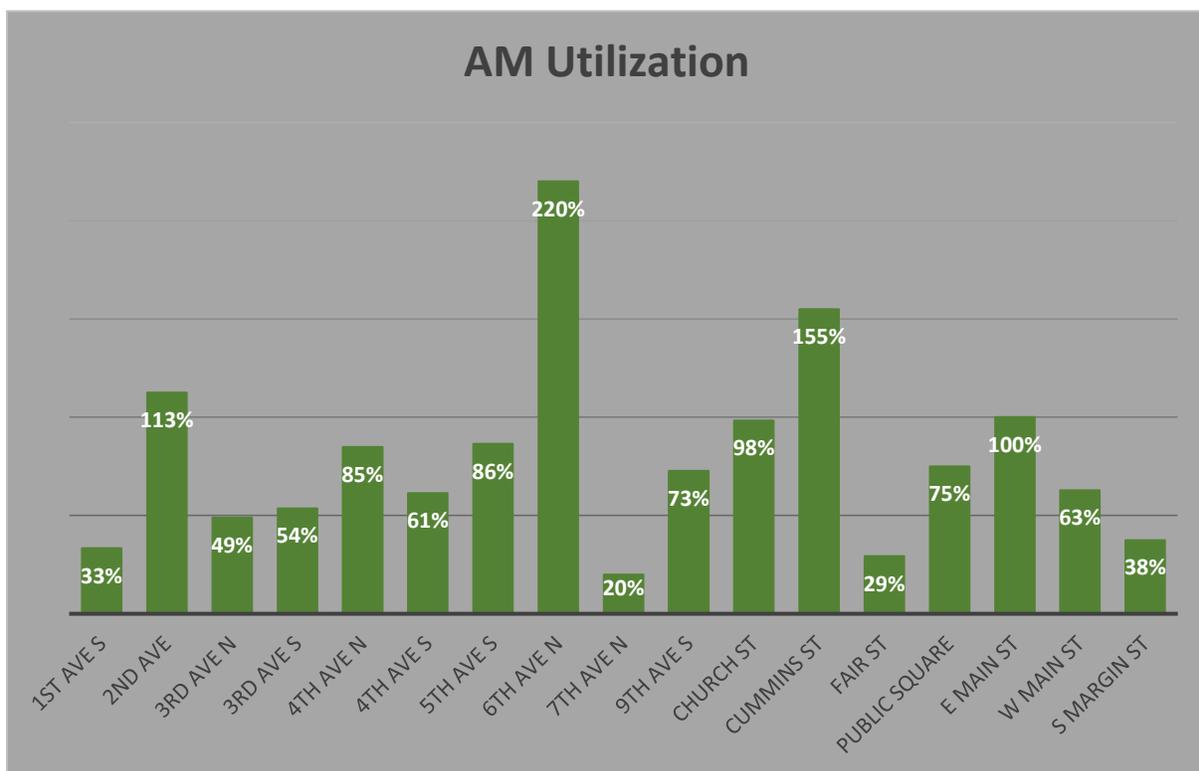
**Determined to have significant impact on parking in the Study Area

Parking Utilization Inventory

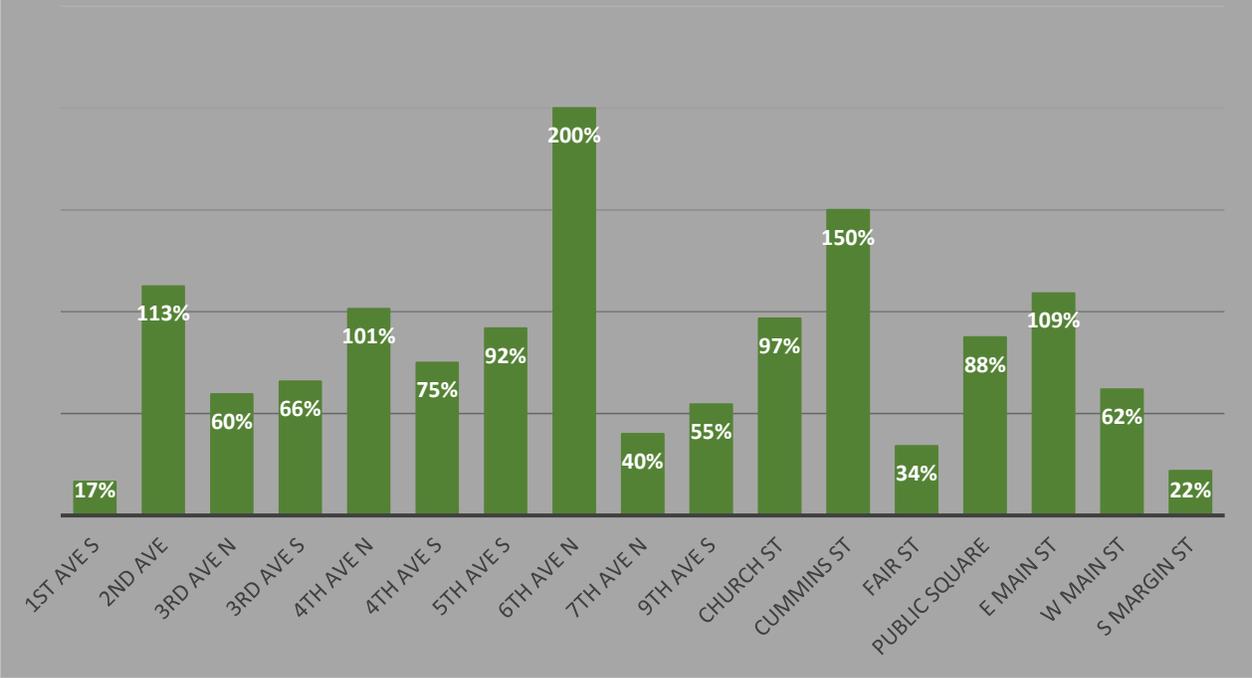
To determine the peak occupancy of these parking spaces during a typical weekday, counts were conducted from 7AM to 7 PM on Thursday October 27, 2016 and Tuesday November 1, 2016. Also, to determine the utilization on a typical weekend, counts were conducted on Saturday November 12, 2016 from 7 AM to 7 PM. On-street spaces were reviewed on a 30-minute interval, while the garage spaces were reviewed on a 15-minute interval.

On-Street Parking Utilization

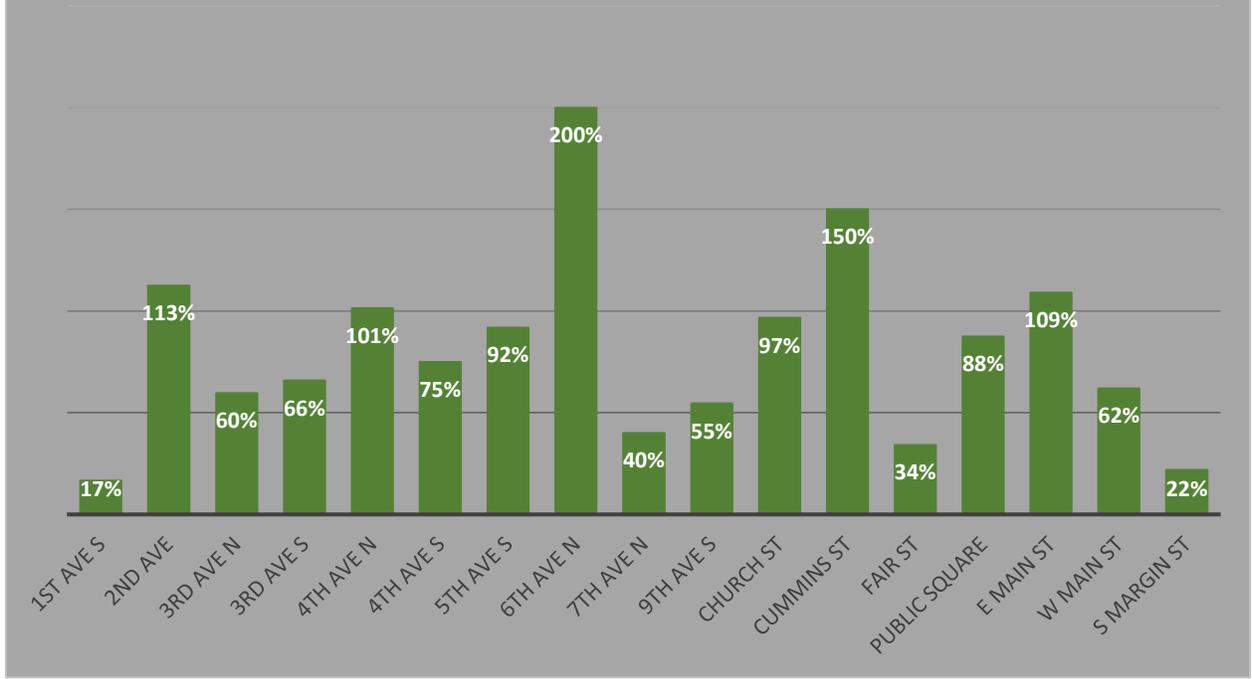
The charts below show the utilization for the AM, MD, and PM peaks for each of the on-street parking locations. The utilization was determined using the proposed striping plan. The on-street parking areas that are over utilized during a typical weekday during the AM peak are 2nd Avenue, 6th Avenue, and Cummins Street. During a typical weekday MD peak, those same streets are over utilized, as well as East Main Street. During a typical weekday PM peak the same on-street parking areas as the MD peak are over utilized. The appendix contains the counts on a block-by-block location for each street.



MD Utilization



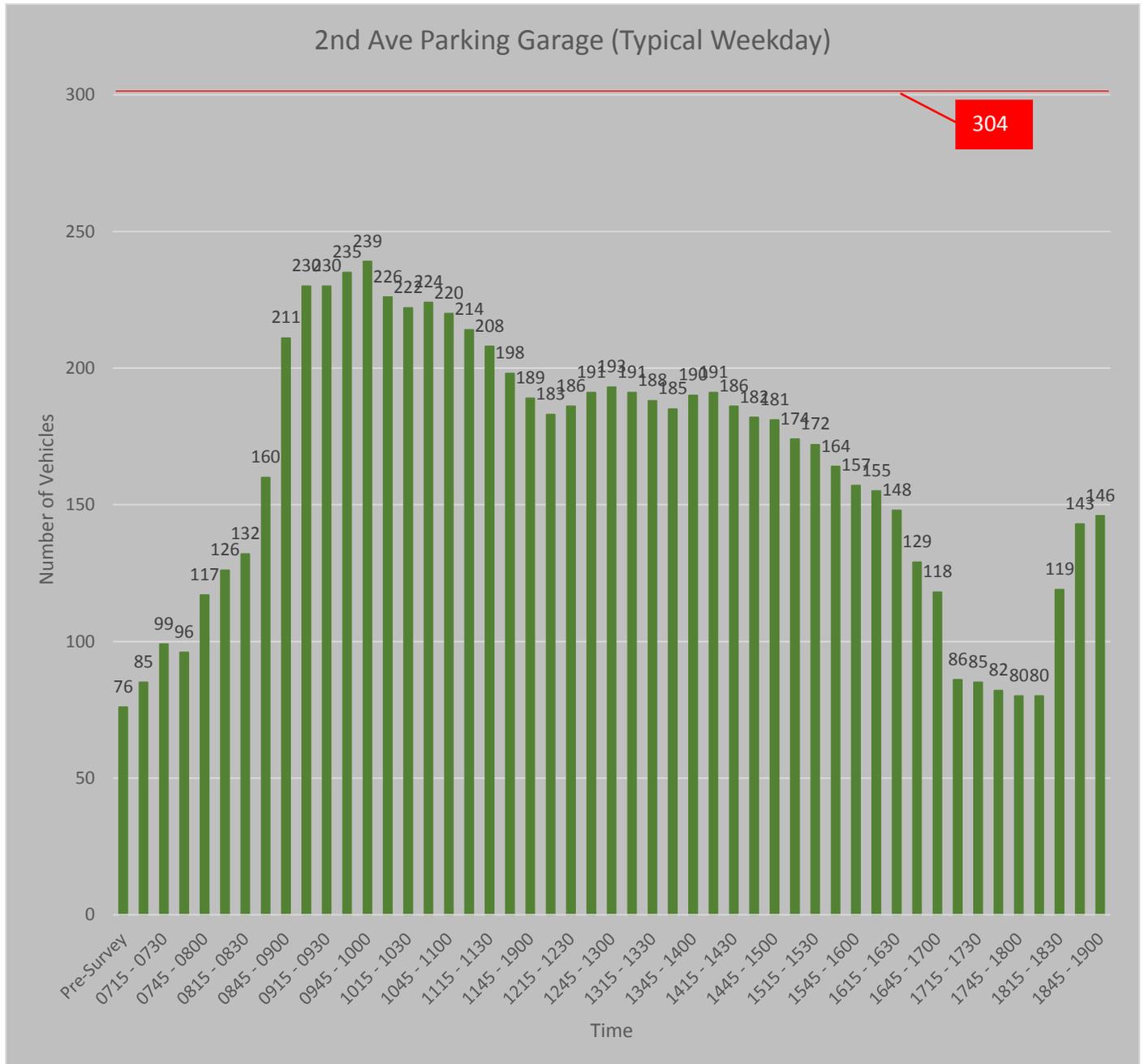
PM Utilization



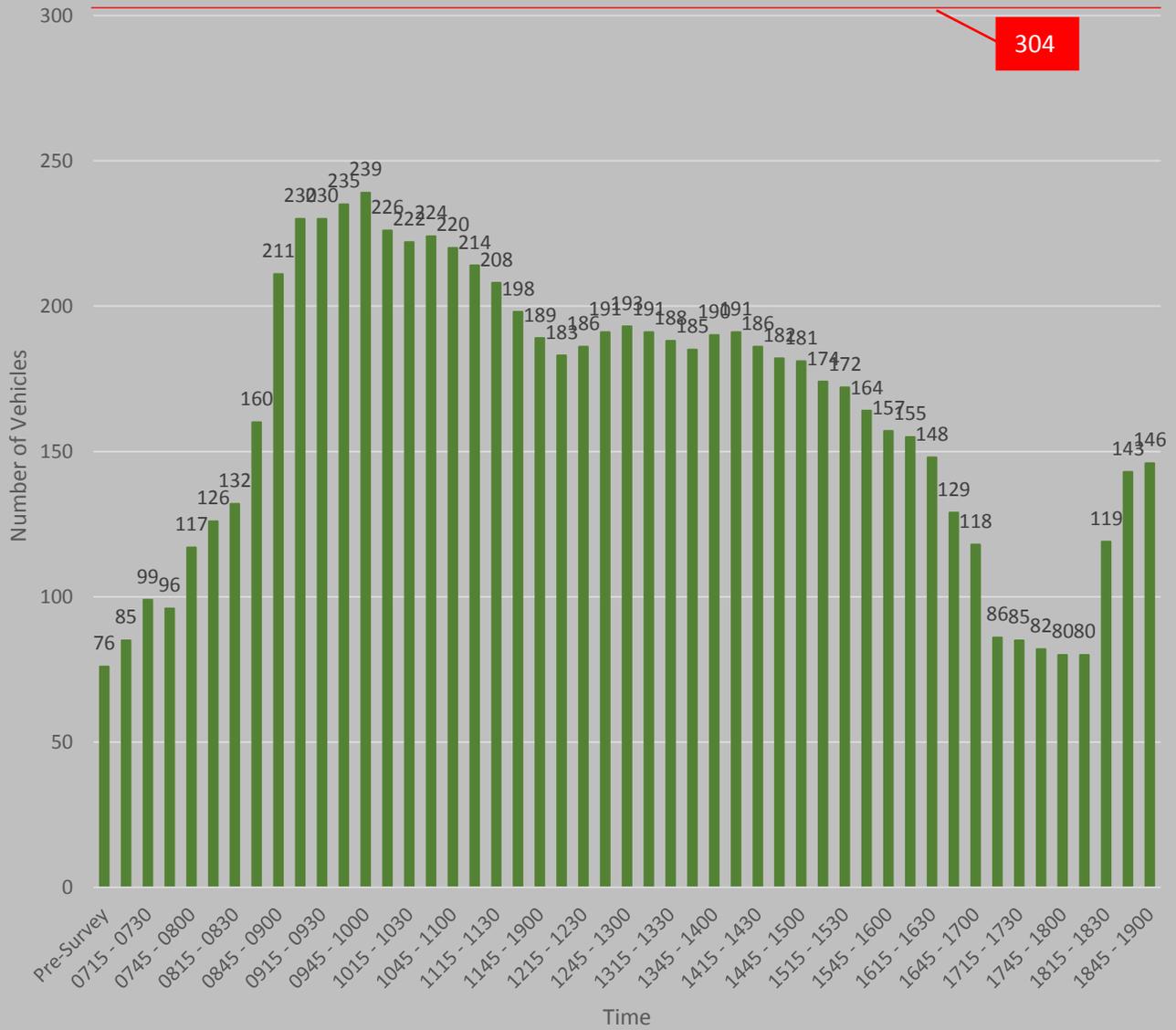
Parking Structure Utilization

2nd Avenue Garage

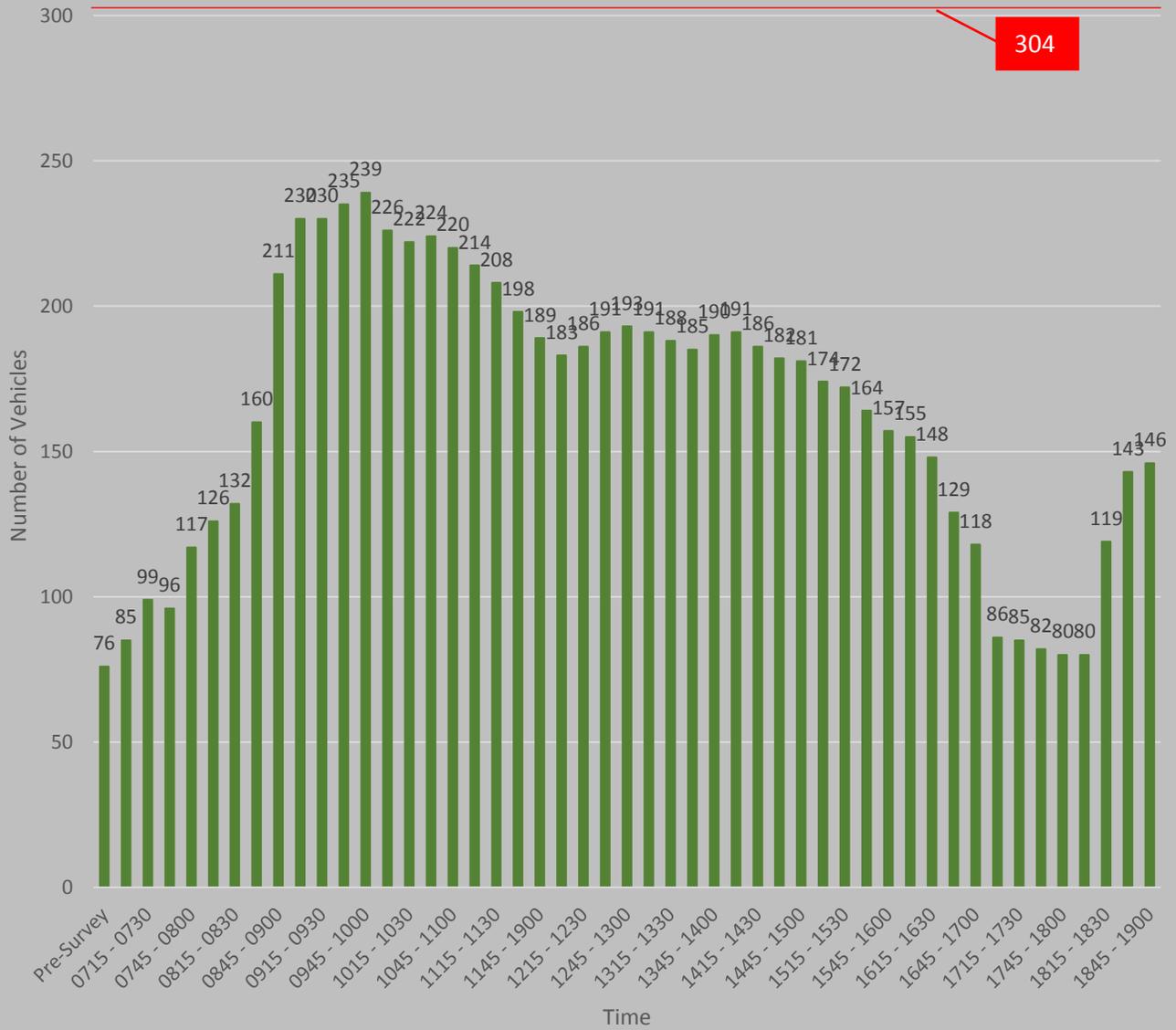
The 2nd Avenue Parking Garage has a capacity of 304 spaces. It was counted on two typical weekdays every 30 minutes to determine the peak occupancy. The chart below shows the number of occupied spaces in the garage on Tuesday, November 1, 2016 in 30 minute increments. As shown in the chart the peak number of occupied spaces is 239 from 9:30 to 10:00 AM.



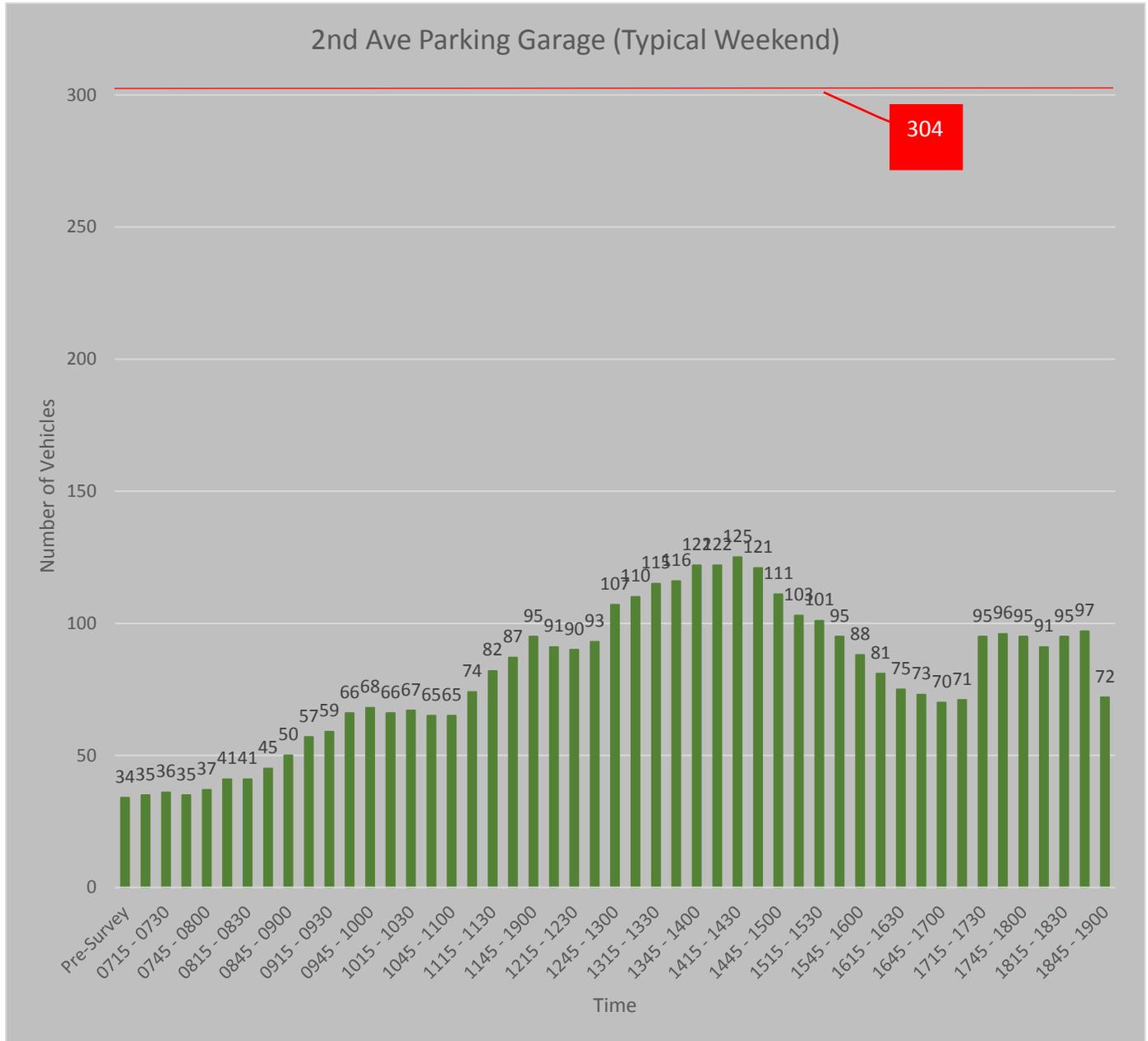
2nd Ave Parking Garage (Typical Weekday)



2nd Ave Parking Garage (Typical Weekday)

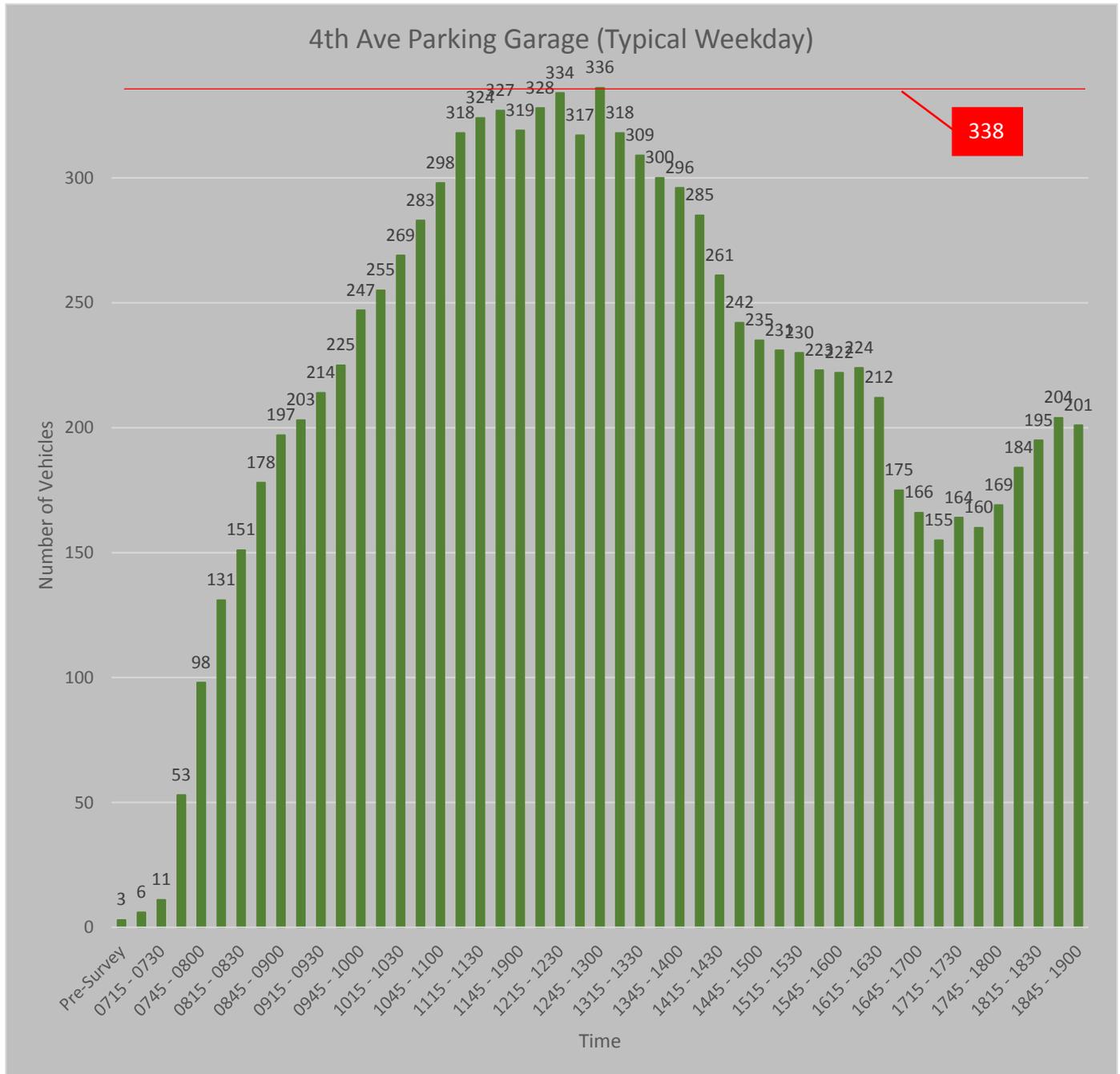


Counts were also conducted on a typical weekend to evaluate the occupancy of the 2nd Avenue garage. These counts were conducted on Saturday, October 22, 2016, since it was determined parking is typically heavier on a Saturday versus a Sunday. Based on the count collected, the 2nd Avenue garage has peak occupancy at 125 spaces from 2:00-2:30 PM (see chart below).

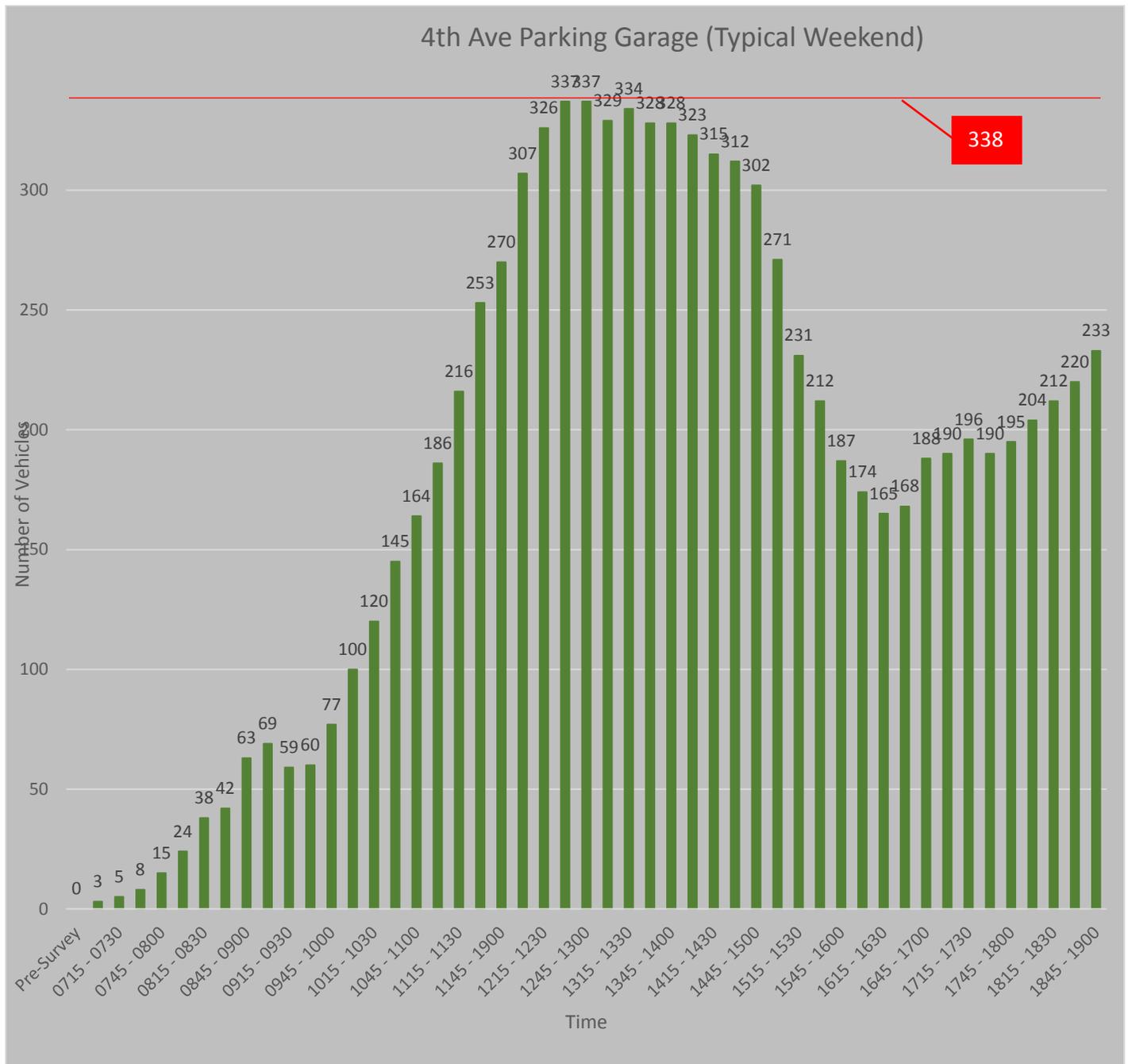


4th Avenue Garage

The 4th Avenue Parking Garage has a total capacity of 338 parking spaces. This garage was also counted on two typical weekdays to determine the peak occupancy. As shown in the chart below the number of occupied spaces peaks at 336 between 12:30 – 1:00 PM on a typical weekday.



Counts were also conducted on a typical weekend to evaluate the occupancy of the 4th Avenue garage. These counts were conducted on Saturday, October 27, 2016, since it was determined parking is typically heavier on a Saturday versus a Sunday. Based on the count collected, the 4th Avenue garage has peak occupancy at 337 spaces from 12:30-1:30 PM on a typical weekend (see chart below).

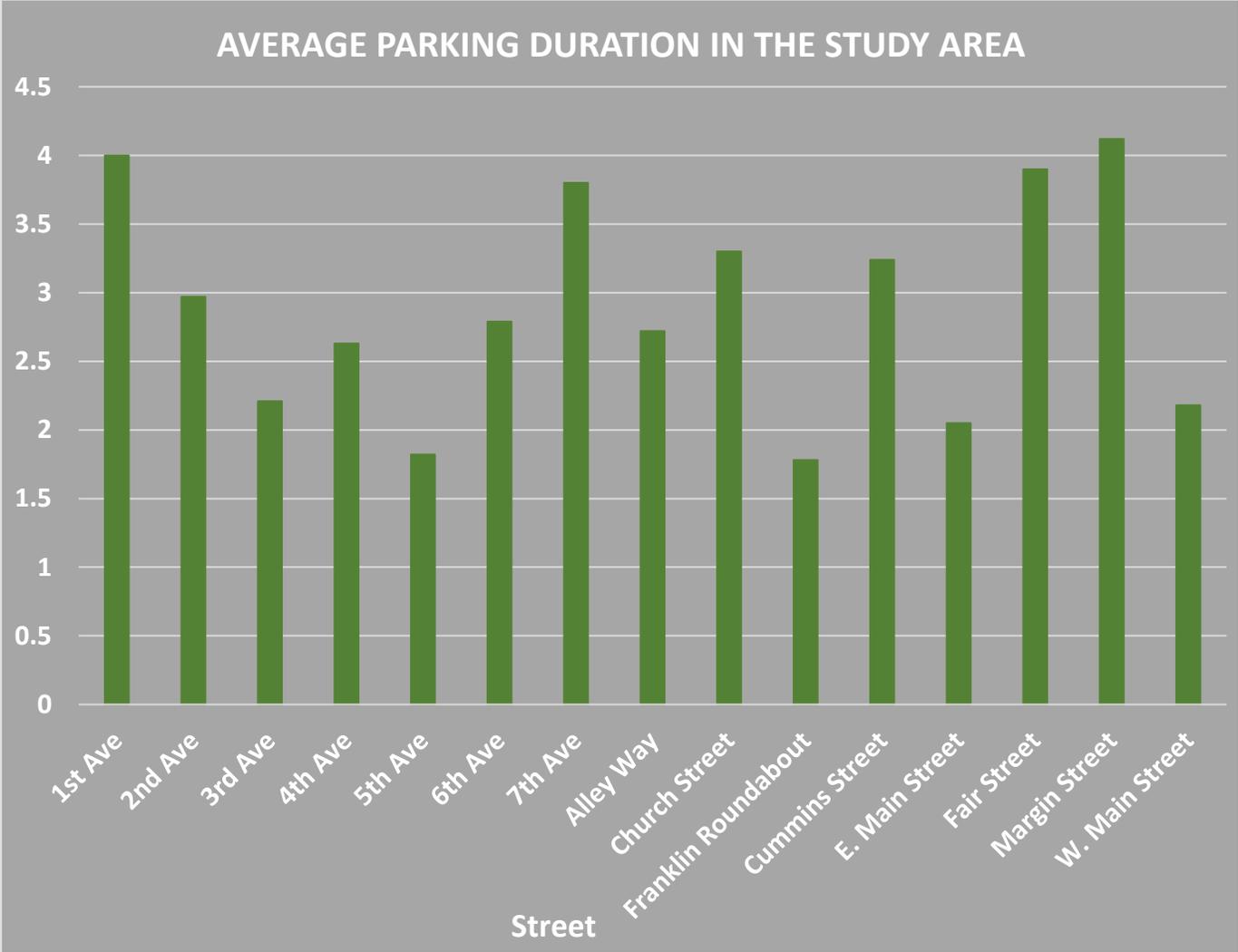


Parking Duration Data

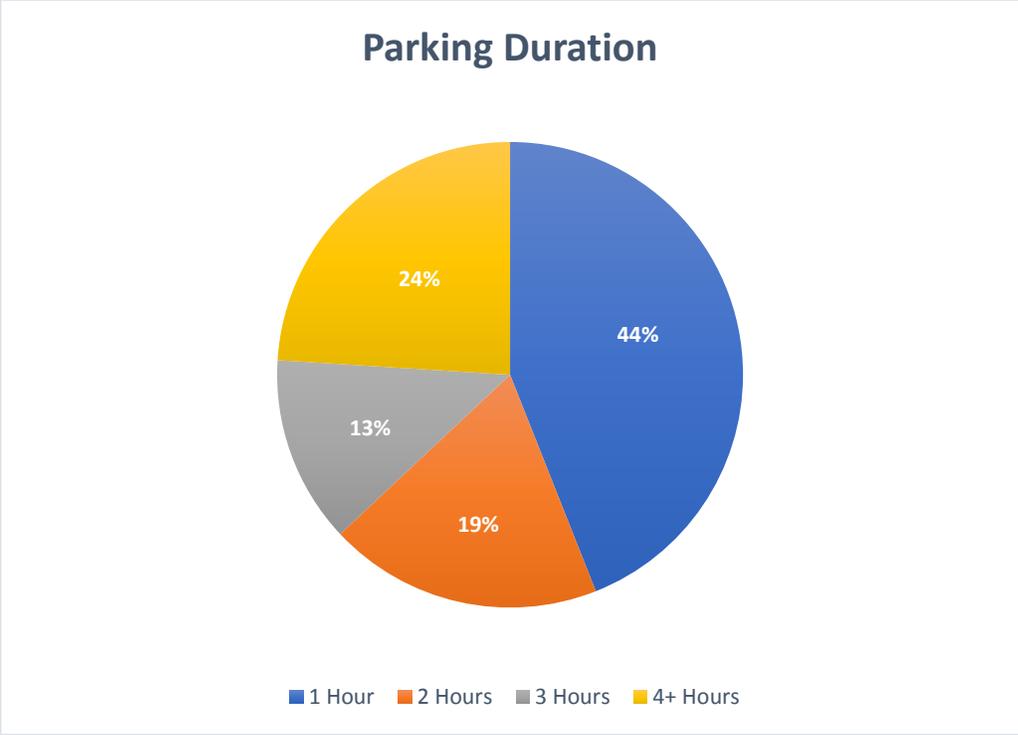
The majority of the on-street public parking in Downtown Franklin has a four-hour time limit. In order to determine the parking duration for most vehicles in the Downtown Franklin area a license plate parking survey per street was conducted in a sub-area of the Study Area. The duration analysis study area, shown below, is the walkable, core of the downtown where on-street parking demand is greatest.



The results of the duration field survey are shown in the graph below. As shown, the streets with greater than a three-hour average parking duration include 1st Avenue, 7th Avenue, Church Street, Cummins Street, Fair Street and Margin Street. Residential parking accounts for some of the locations with a long parking duration such as 1st Avenue and 7th Avenue.



The chart below shows the percentage of vehicles that parked for 1 hour, 2 hours, 3 hours, and 4 or more hours on the streets in downtown Franklin. As shown in the chart 44% of the vehicles parked for 1 hour or less, 19% parked for 1-2 hours, 13% parked for 2-3 hours, and 24% parked for 4 or more hours. Based on these percentages the City of Franklin should evaluate the parking time limit for on-street parking.



Conclusion

Based on the parking counts conducted, the on-street parking areas that are over utilized at some time during a typical weekday include 2nd Avenue, 6th Avenue, Cummins Street, and East Main Street. The 2nd Avenue Garage reaches an occupancy of 239 spaces during a typical weekday and 125 spaces for a typical weekend. While the 4th Avenue garage reaches a peak occupancy of 336 on a typical weekday and 337 on a typical weekend. The occupancy counts show that although there are areas of downtown Franklin that reach capacity during the peak there is parking available in other areas that may not be perceived as convenient. These results match with the survey results which showed that people felt there was a shortage of convenient on-street parking spaces in the downtown area.

The parking duration counts showed that the streets with greater than a three-hour average parking duration include 1st Avenue, 7th Avenue, Church Street, Cummins Street, Fair Street and Margin Street. Residential parking on 1st Avenue and 7th Avenue accounts for some of the long parking durations experienced. Overall approximately 63% of the vehicles parked for 2 hours or less. Therefore, the City of Franklin should consider evaluating the parking time limit to determine if an adjustment to the limit will be agreeable with the cities long term plans for parking.

The findings of the information reviewed in this Technical Memorandum are used as the basis for both the Future Conditions Technical Memorandum and the Recommendations Memorandum that form the remainder of the Parking Study documents.

EXISTING CONDITIONS TECHNICAL APPENDIX

1. Study Area Count Data

EXISTING CONDITIONS TECHNICAL APPENDIX

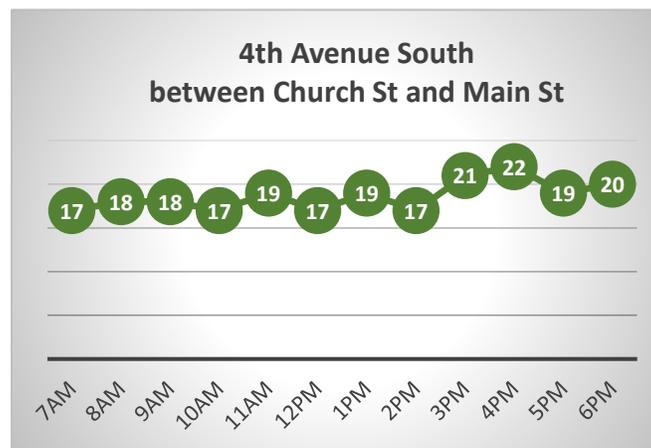
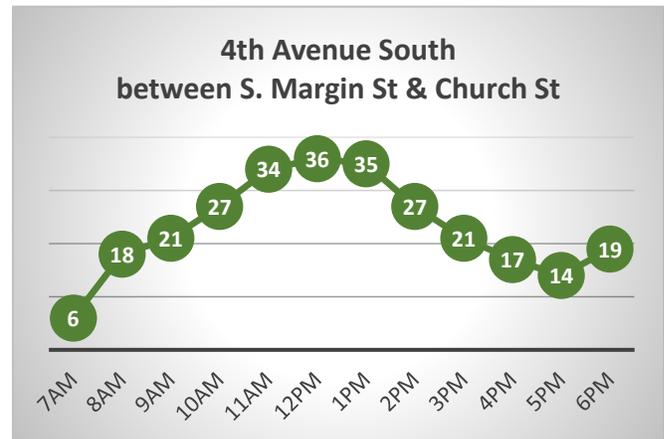
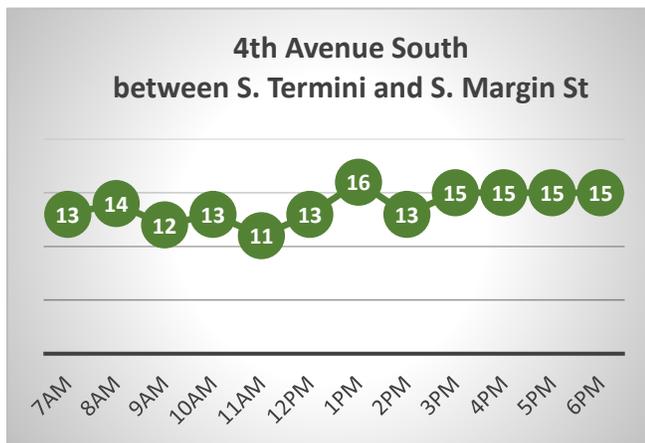
4th Avenue South

Utilizing the on-street parking layout of 4th Avenue South, these are the number of parking spaces available per block as shown in Figure 1.

- Between Southern Termini and South Margin St – 40 spaces
- Between South Margin Street and Church Street – 32 spaces
- Between Church Street and Main Street – 16 spaces

Below are the charts that show the number of vehicles parked on 4th Avenue South from the Southern Termini to Main Street on a typical weekday and on a weekend day. There appears to be plenty of parking spaces on 4th Avenue South between the Southern Termini and South Margin Street. Between South Margin Street and Church Street on-street parking appears to be over capacity between 11 AM and 1 PM. The on-street parking between Church Street and Main Street appears to be over capacity all day.

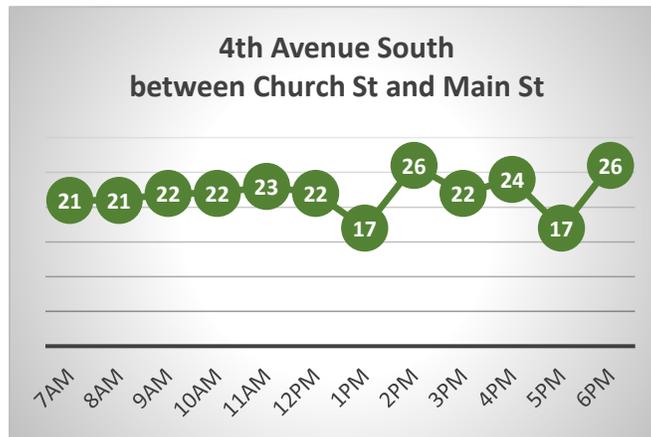
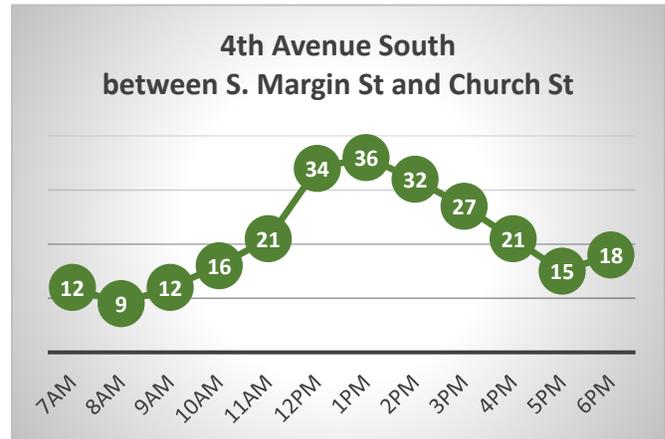
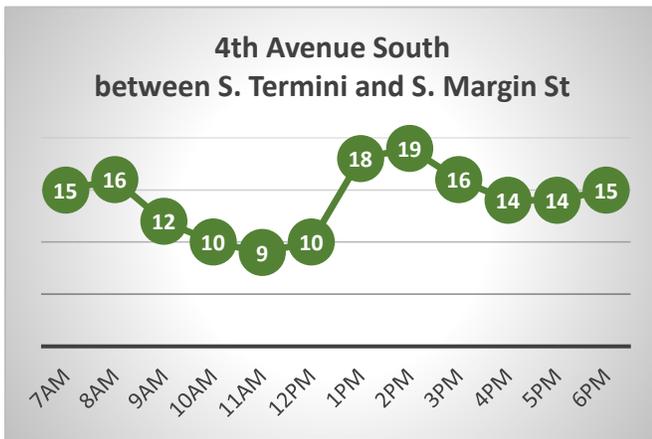
Typical Weekday Parking Counts



EXISTING CONDITIONS TECHNICAL APPENDIX

A similar pattern is seen on a typical weekend where there is plenty of parking spaces from the southern termini to South Margin Street, between 12 PM and 2 PM parking is over capacity between South Margin Street and Church Street, and from Church Street to Main Street the on-street parking is over capacity all day.

Typical Weekend Parking Counts



EXISTING CONDITIONS TECHNICAL APPENDIX

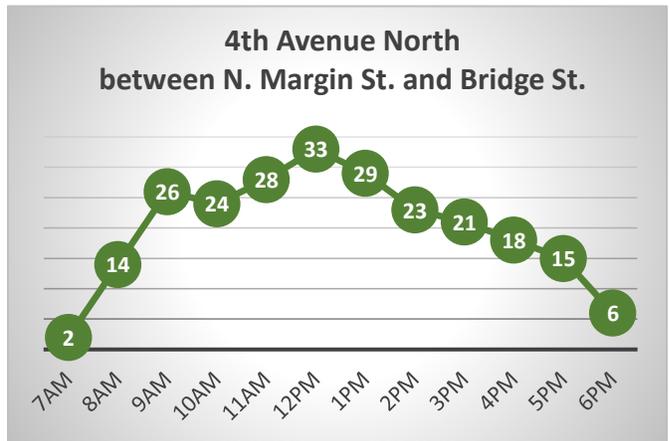
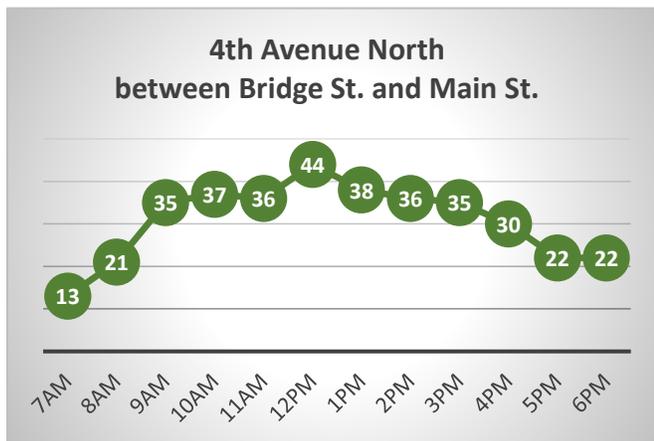
4th Avenue North

Utilizing the on-street parking layout of 4th Avenue North, these are the number of parking spaces available per block as shown in Figure 1.

- Between Bridge Street and Main Street – 28 spaces
- Between Bridges Street and North Margin Street – 23 spaces
- Between North Margin Street and 3rd Avenue – 11 spaces
- Between 5th Avenue and 3rd Avenue – 11 spaces

Below are the charts that show the number of vehicles parked on 4th Avenue North from Main Street to 5th Avenue on a typical weekday and on a weekend day. The segments of 4th Avenue North over capacity are between Bridge Street and Main Street from 9 AM to 5 PM and between North Margin Street and Bridge Street between 9 AM and 2 PM. On a typical weekday from North Margin Street to 5th Avenue there is plenty of on-street parking available.

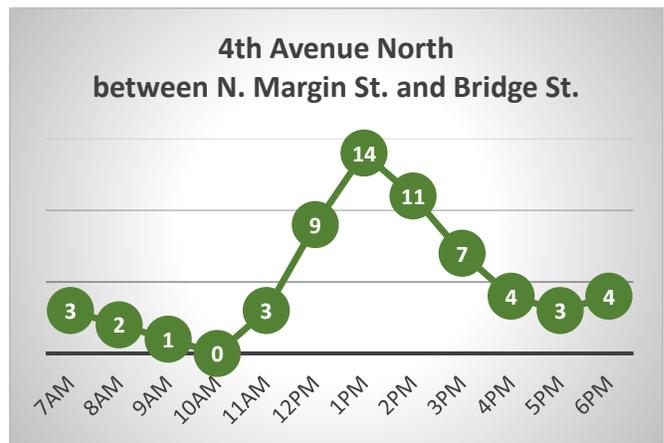
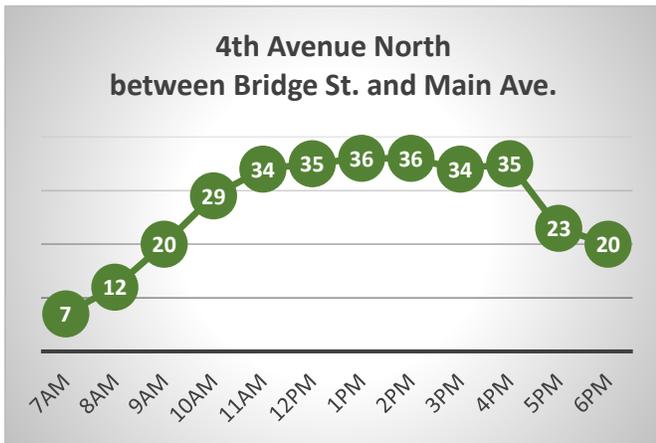
Typical Weekday Parking Counts



EXISTING CONDITIONS TECHNICAL APPENDIX

Based on the parking counts conducted, for a typical weekend day between Bridge Street and Main Avenue on-street parking is over capacity between 10 AM and 5 PM. The other blocks on 4th Avenue North have plenty of on-street parking.

Typical Weekend Parking Counts



EXISTING CONDITIONS TECHNICAL APPENDIX

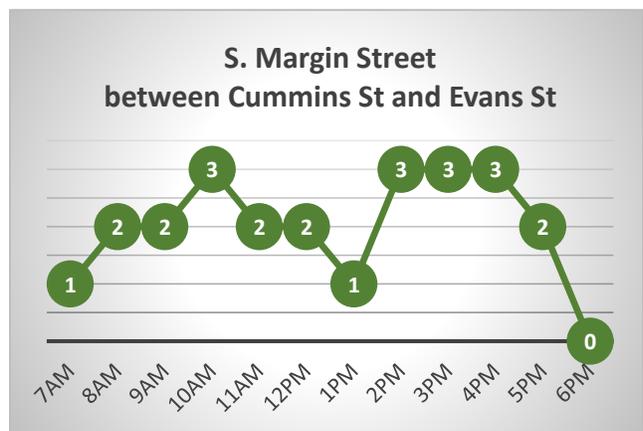
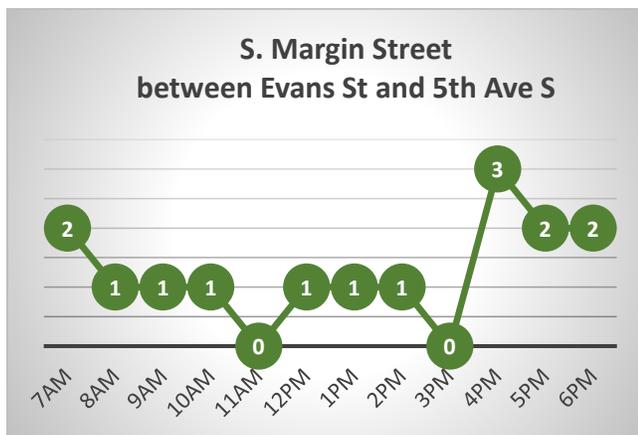
South Margin Street

Utilizing the on-street parking layout of South Margin Street, these are the number of parking spaces available per block as shown in Figure 1.

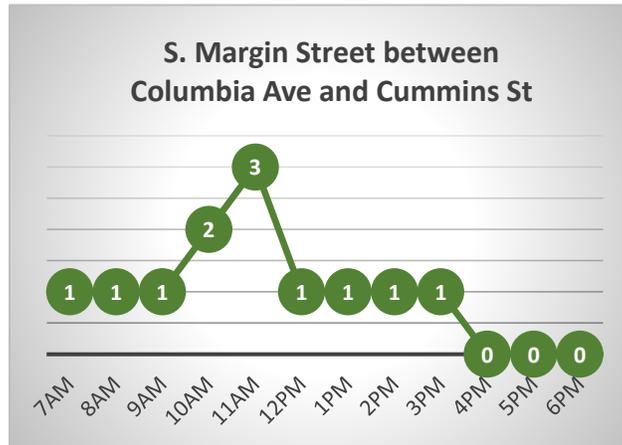
- Between 1st Avenue S. and 2nd Avenue S. – 8 spaces
- Between 2nd Avenue S. and 3rd Avenue S. – 8 spaces
- Between 5th Avenue S. and Evans Street – 8 spaces
- Between Evans Street and Cummins Street – 6 spaces
- Between Cummins Street and Columbia Avenue – 2 spaces

Below are the charts that show the number of vehicles parked on South Margin Street from 1st Avenue S. to 3rd Avenue S. on a typical weekday and on a weekend day. The only segment on South Margin Street over capacity is between Cummins Street and Columbia Avenue at 11 AM. On a typical weekday from 1st Avenue S. to 3rd Avenue S. and from 5th Avenue S. to Cummins Street there is adequate on-street parking available.

Typical Weekday Parking Counts

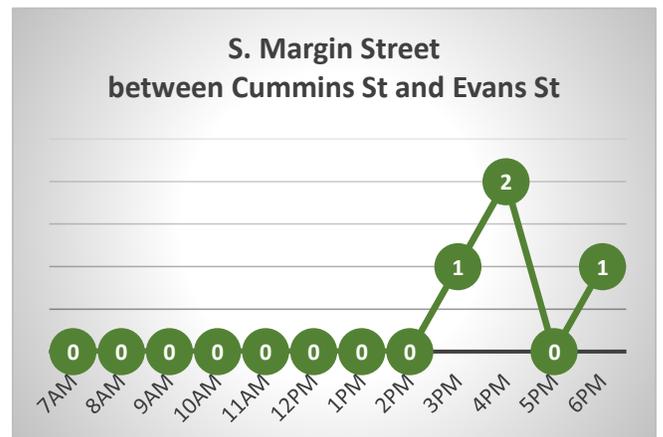


EXISTING CONDITIONS TECHNICAL APPENDIX

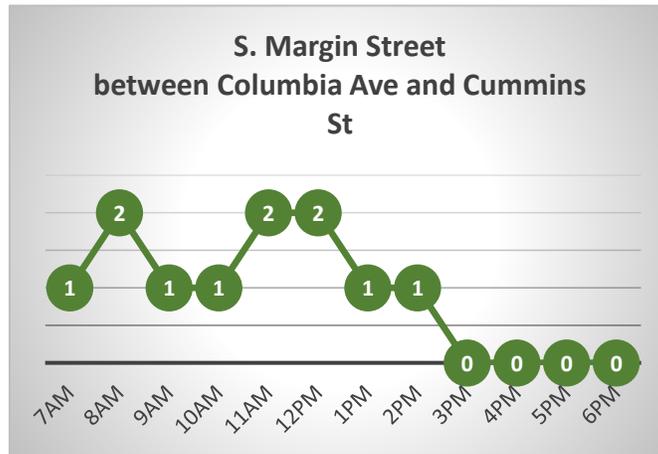


Based on the parking counts conducted on South Margin Street, for a typical weekend day between 1st Avenue S. and 3rd Avenue S. and between 5th Avenue S. and Columbia Pike there is adequate on-street parking between 7 AM and 6 PM.

Typical Weekend Parking Counts



EXISTING CONDITIONS TECHNICAL APPENDIX



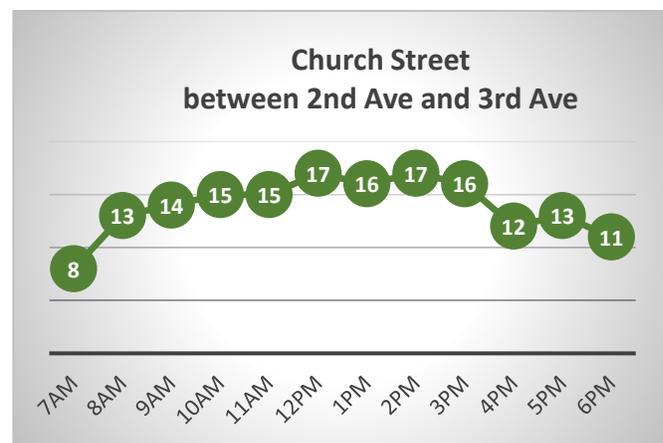
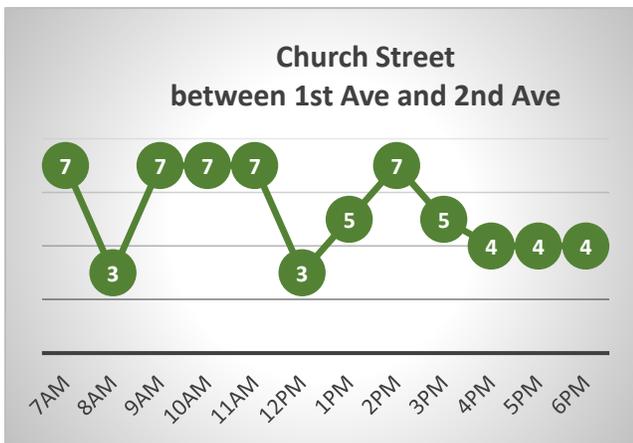
Church Street

Utilizing the on-street parking layout of Church Street, these are the number of parking spaces available per block as shown in Figure 1.

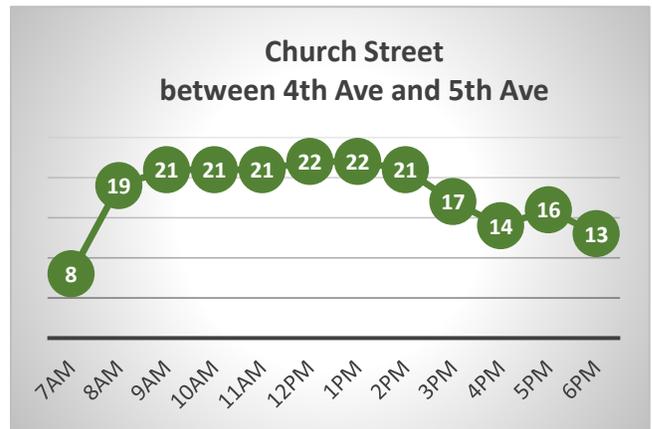
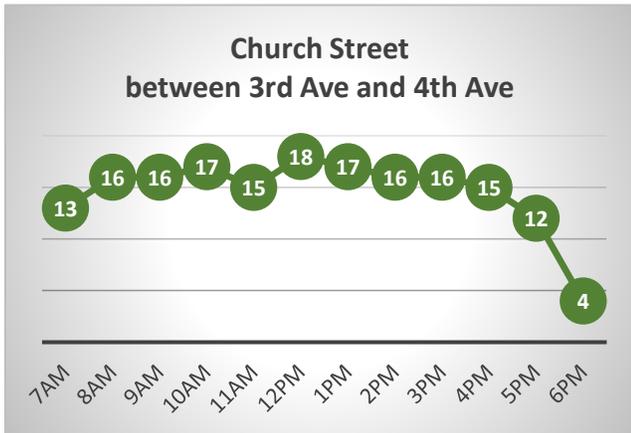
- Between 1st Avenue S. and 2nd Avenue S. – 17 spaces
- Between 2nd Avenue S. and 3rd Avenue S. – 11 spaces
- Between 3rd Avenue S. and 4th Avenue S. – 17 spaces
- Between 4th Avenue S. and 5th Avenue S. – 16 spaces

Below are the charts that show the number of vehicles parked on South Margin Street from 1st Avenue S. to 3rd Avenue S. on a typical weekday and on a weekend day. Church Street is over capacity on two segments between 2nd Avenue S. and 3rd Avenue S. and also between 4th Avenue S. and 5th Avenue S. from 8 AM to 5 PM. During the MD peak at 12 PM, the segment from 3rd Avenue S. to 4th Avenue S. is over capacity. On a typical weekday from 1st Avenue S. to 2nd Avenue S. there is adequate on-street parking available.

Typical Weekday Parking Counts

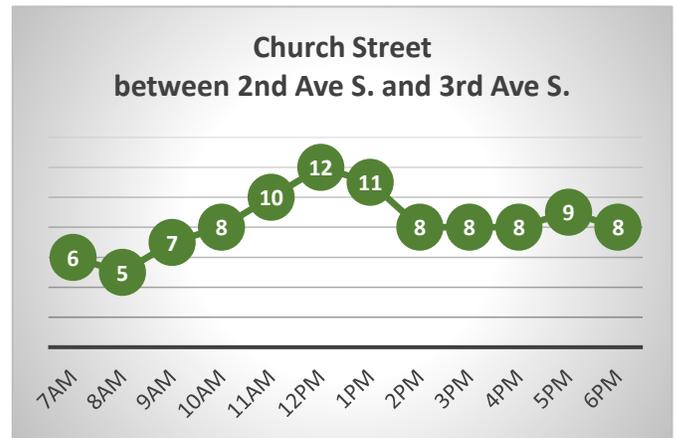
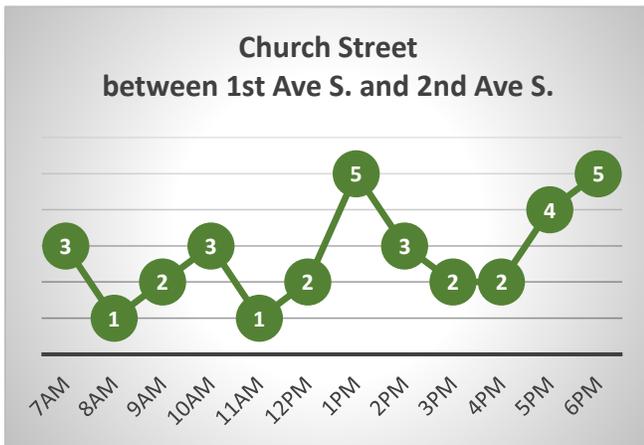


EXISTING CONDITIONS TECHNICAL APPENDIX



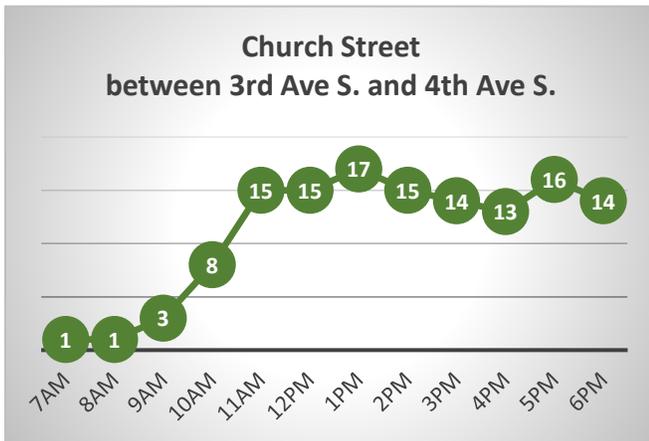
Based on the parking counts conducted on Church Street, for a typical weekend day between 1st Avenue S. and 2nd Avenue S. and between 3rd Avenue S. and 4th Avenue S. there is adequate on-street parking between 7 AM and 6 PM. For the 12 Pm hour on the 2nd Avenue S. to 3rd Avenue S. segment there is inadequate parking and from 10AM to 2 PM from 4th Avenue S. to 5th Avenue S. there is a parking deficit.

Typical Weekend Parking Counts

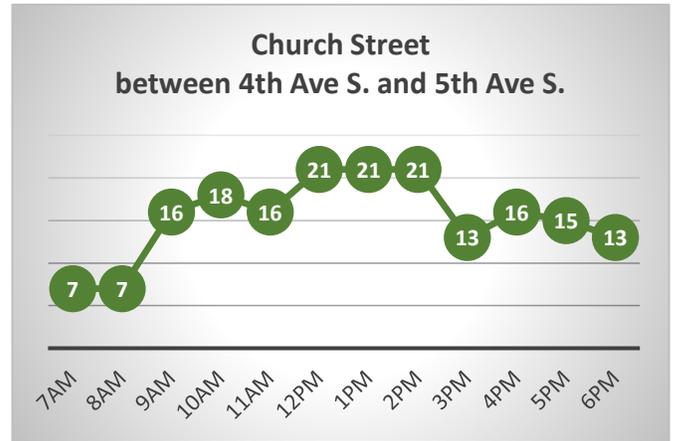


EXISTING CONDITIONS TECHNICAL APPENDIX

**Church Street
between 3rd Ave S. and 4th Ave S.**



**Church Street
between 4th Ave S. and 5th Ave S.**



EXISTING CONDITIONS TECHNICAL APPENDIX

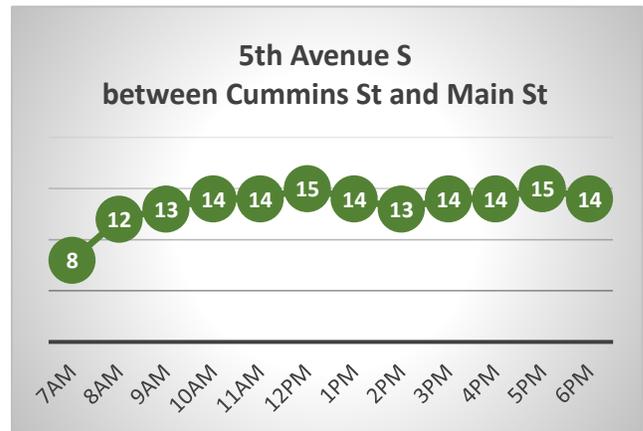
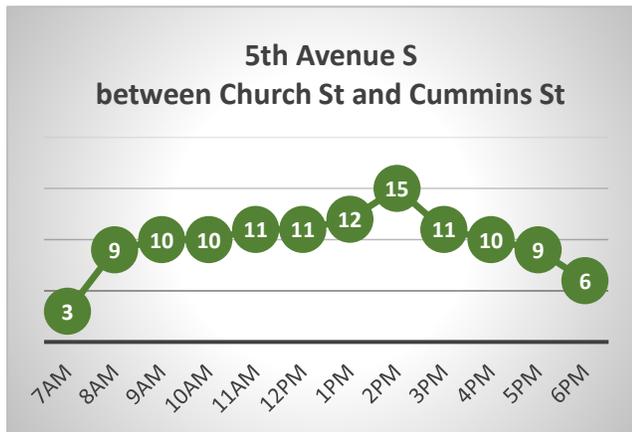
5th Avenue S.

Utilizing the on-street parking layout of 5th Avenue S., these are the number of parking spaces available per block as shown in Figure 1.

- Between Church St. and Cummins St. – 14 spaces
- Between Cummins St. and Main St. – 15 spaces
- Between Main St. and Fair St. – 8 spaces

Below are the charts that show the number of vehicles parked on 5th Avenue S. from Church Street to Fair Street on a typical weekday and on a weekend day. 5th Avenue S. is over capacity on one segment between Church St and Cummins Street for the 2 PM hour. On a typical weekday from Cummins Street to Main Street and Fair Street to Main Street there is adequate on-street parking available.

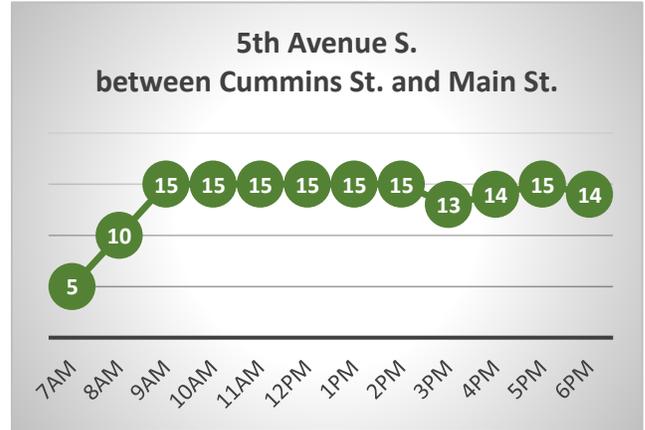
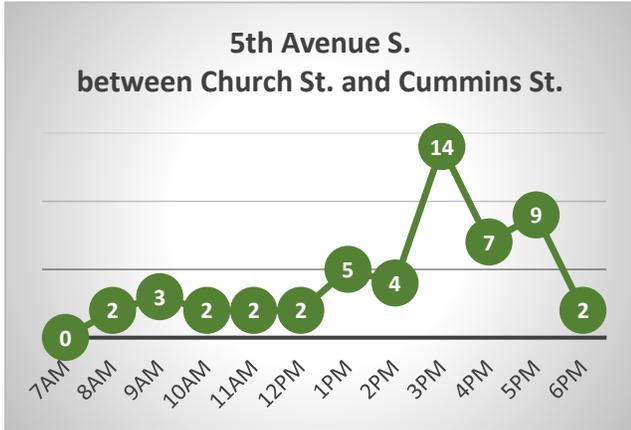
Typical Weekday Parking Counts



Based on the parking counts conducted on 5th Avenue S., for a typical weekend day between Church Street and Fair Street there is adequate on-street parking between 7 AM and 6 PM.

EXISTING CONDITIONS TECHNICAL APPENDIX

Typical Weekend Parking Counts



Main Street

Utilizing the on-street parking layout of Main Street these are the number of parking spaces available per block as shown in Figure 1.

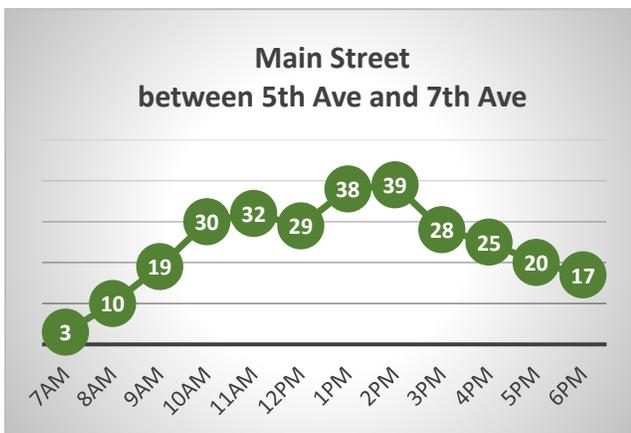
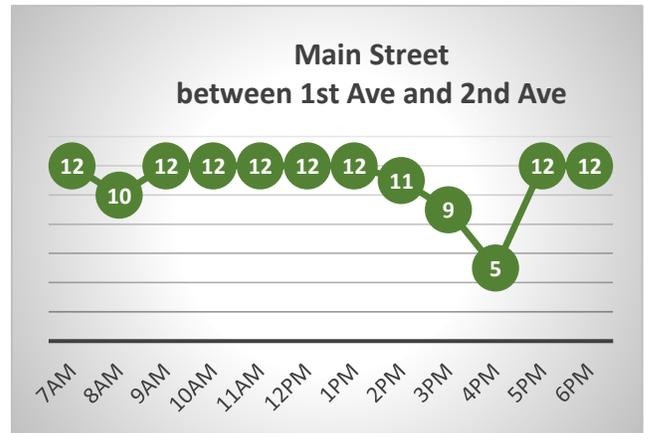
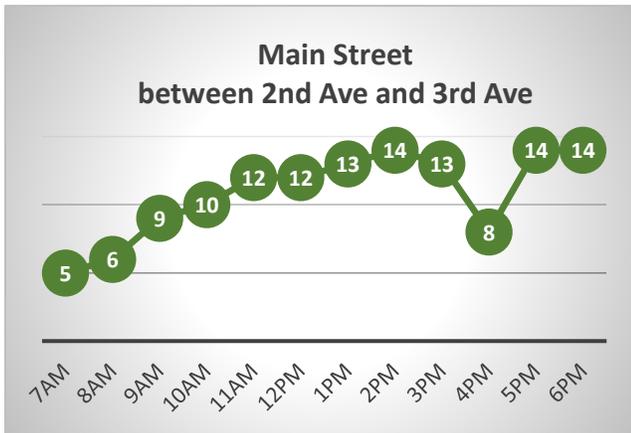
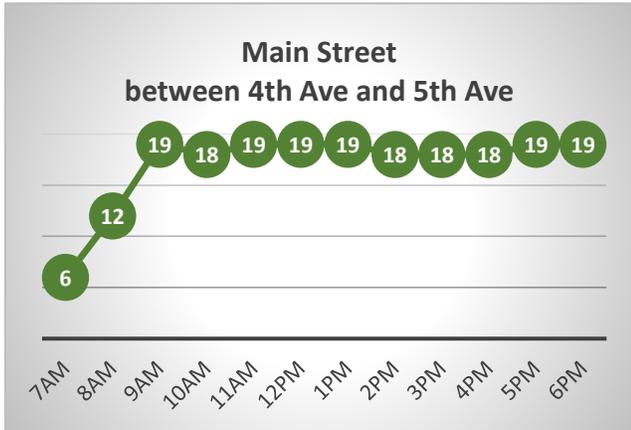
- Between 5th Avenue S. and 4th Avenue S. – 19 spaces
- Between 4th Avenue S. and 3rd Avenue S. – 18 spaces
- Between 3rd Avenue S. and 2nd Avenue S. – 12 spaces
- Between 2nd Avenue S. and 1st Avenue S. – 12 spaces
- Between 5th Avenue S. and 7th Avenue S. – 41 spaces
- Between 7th Avenue S. and 9th Avenue S. – 35 spaces

Below are the charts that show the number of vehicles parked on Main Street from 1st Avenue S. to 9th Avenue S. on a typical weekday and on a weekend day. Main Street is over capacity on two segments between 3rd Avenue S. and 4th Avenue S. for the 11 AM hour and 1 PM hour and between 2nd Avenue S. and 3rd Avenue S. from 1 PM to 3 PM and from 5 PM to 6 PM. On a typical weekday from 5th Avenue S. to 4th

EXISTING CONDITIONS TECHNICAL APPENDIX

Avenue S., 2nd Avenue S. to 1st Avenue S., 5th Avenue S. to 7th Avenue S., and 7th Avenue S. to 9th Avenue S. there is adequate on-street parking available.

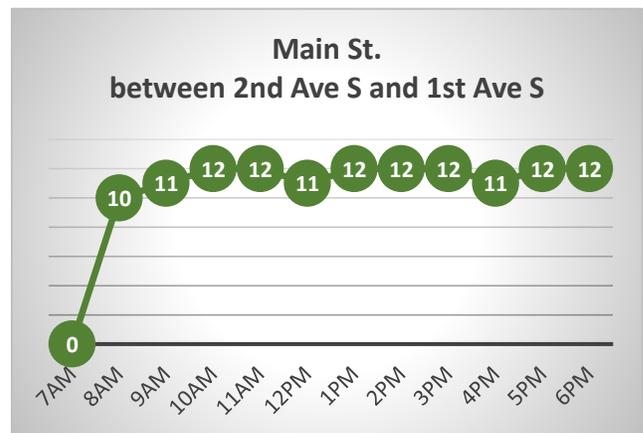
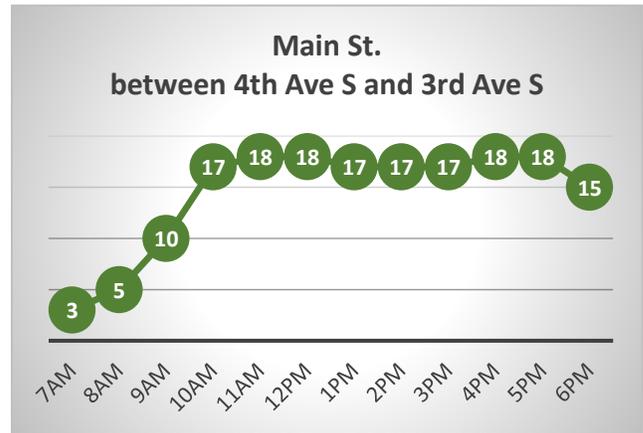
Typical Weekday Parking Counts



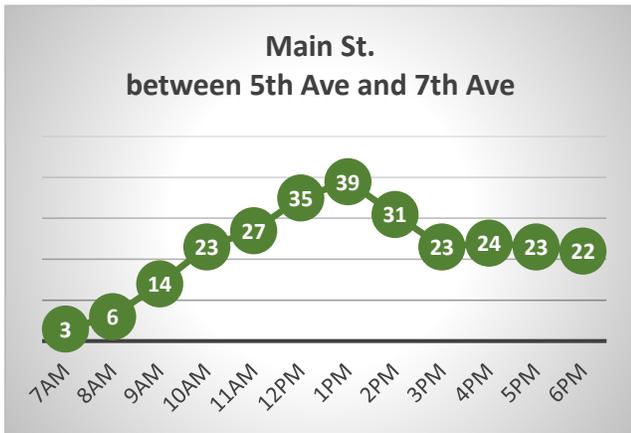
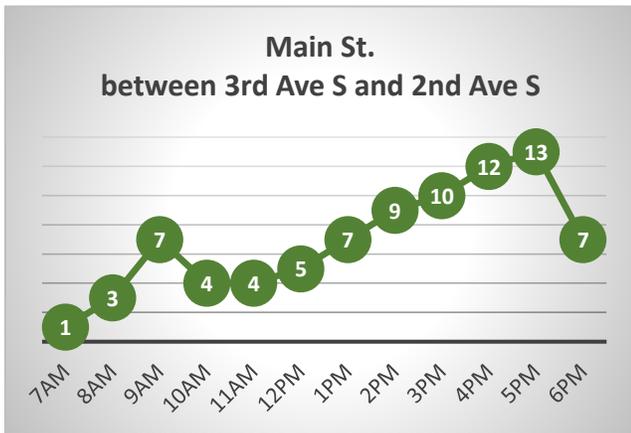
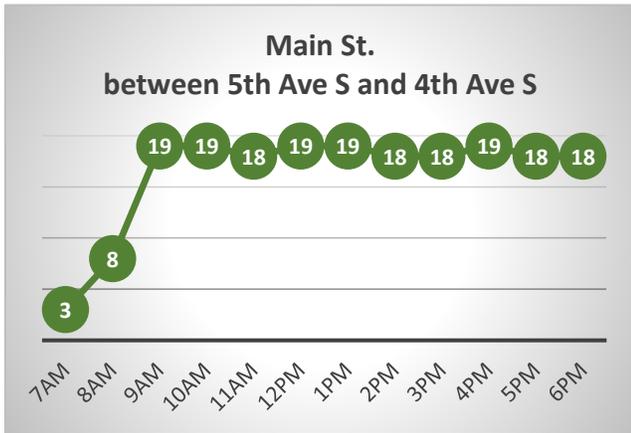
EXISTING CONDITIONS TECHNICAL APPENDIX

Based on the parking counts conducted on 5th Avenue S., for a typical weekend day between 1st Avenue S. and 2nd Avenue S. and between 3rd Avenue S. and 9th Avenue S. there is adequate on-street parking between 7 AM and 6 PM. Main Street is over capacity between 2nd Avenue S. and 3rd Avenue S. for the 5 PM hour.

Typical Weekend Parking Counts



EXISTING CONDITIONS TECHNICAL APPENDIX



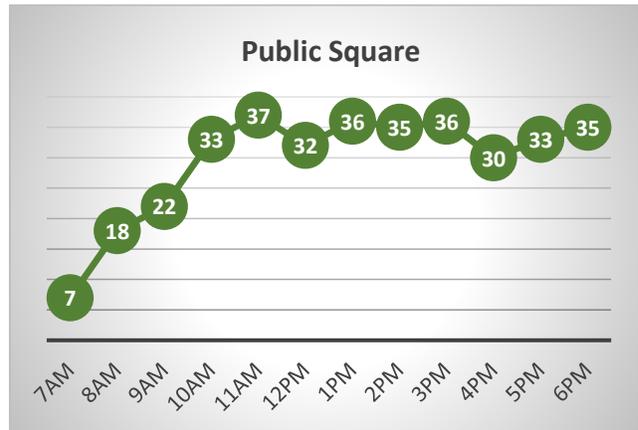
Public Square

Utilizing the on-street parking layout of Public Square these are the number of parking spaces available per block as shown in Figure 1.

- SW Section of Roundabout – 10 spaces
- SE Section of Roundabout – 10 spaces
- NE Section of Roundabout – 10 spaces
- NW Section of Roundabout – 10 spaces

Below are the charts that show the number of vehicles parked in Public Square on a typical weekday and on a weekend day. On a typical weekday in Public Square there is adequate on-street parking available.

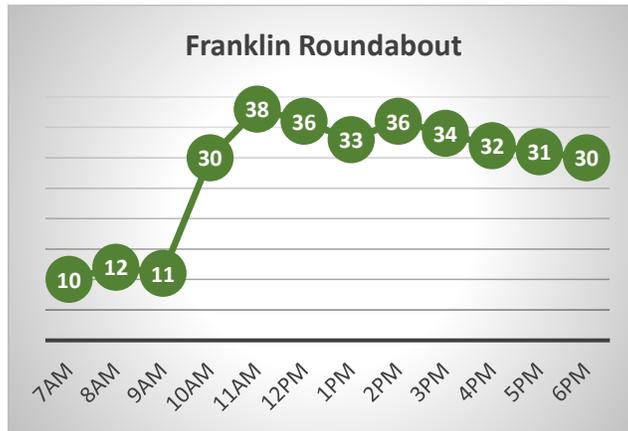
Typical Weekday Parking Counts



Based on the parking counts conducted in Public Square, for a typical weekend day around the Franklin Roundabout there is adequate on-street parking between 7 AM and 6 PM.

Typical Weekend Parking Counts

EXISTING CONDITIONS TECHNICAL APPENDIX



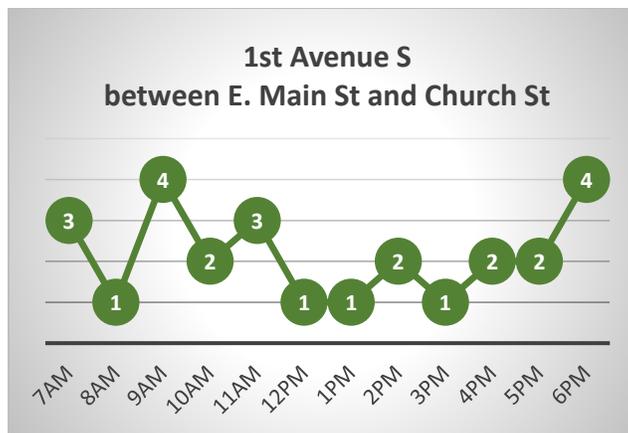
1st Avenue S.

Utilizing the on-street parking layout of 1st Avenue S. these are the number of parking spaces available per block as shown in Figure 1.

- Between E. Main Street and Church Street – 6 spaces

Below are the charts that show the number of vehicles parked on 1st Avenue S. on a typical weekday and on a weekend day. On a typical weekday from E. Main Street to Church Street there is adequate on-street parking available.

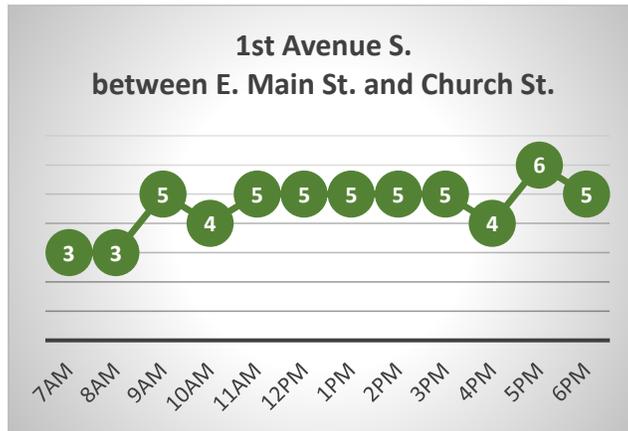
Typical Weekday Parking Counts



Based on the parking counts conducted on 1st Avenue S., for a typical weekend day from E. Main Street to Church Street there is adequate on-street parking between 7 AM and 6 PM.

Typical Weekend Parking Counts

EXISTING CONDITIONS TECHNICAL APPENDIX



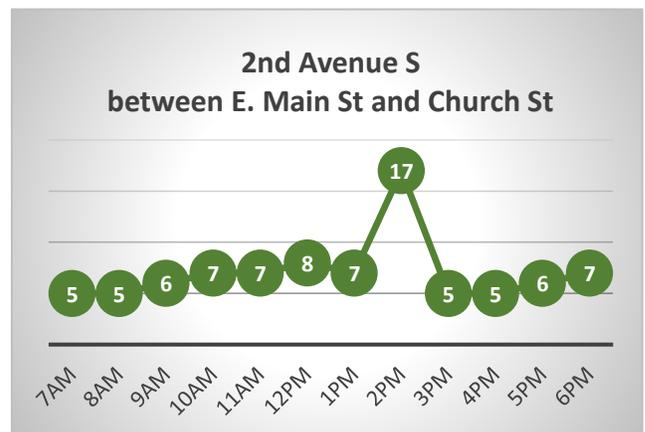
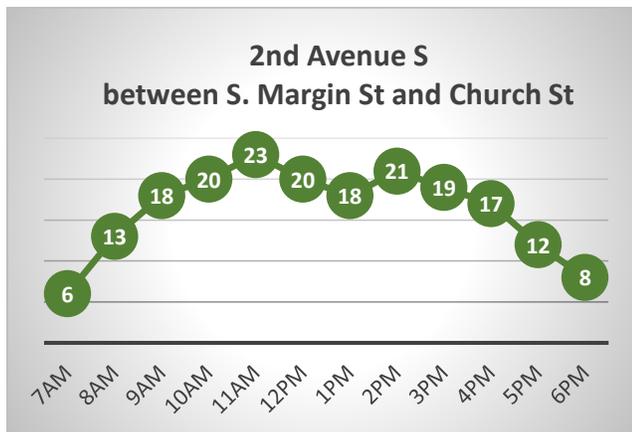
2nd Avenue S.

Utilizing the on-street parking layout of 2nd Avenue S., these are the number of parking spaces available per block as shown in Figure 1.

- Between S. Margin Street and Church Street – 17 spaces
- Between Church Street and E. Main Street – 7 spaces

Below are the charts that show the number of vehicles parked on 2nd Avenue S. from S. Margin Street to E Main Street on a typical weekday and on a weekend day. 2nd Avenue S. is over capacity between S. Margin Street and Church Street from 9 AM to 3 PM. There is a parking deficit on 2nd Avenue S. between Church Street and E. Main Street f the 2 PM hour.

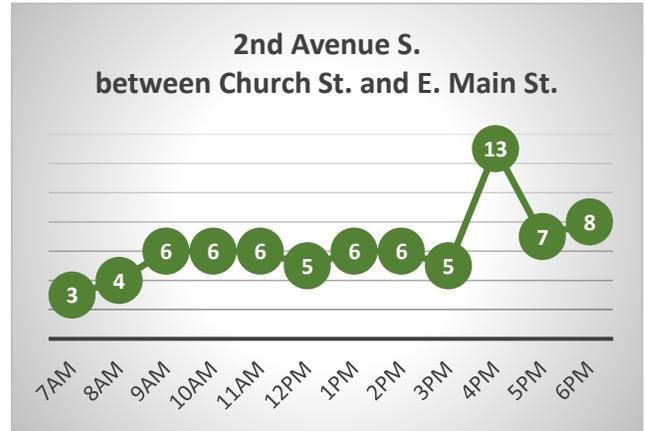
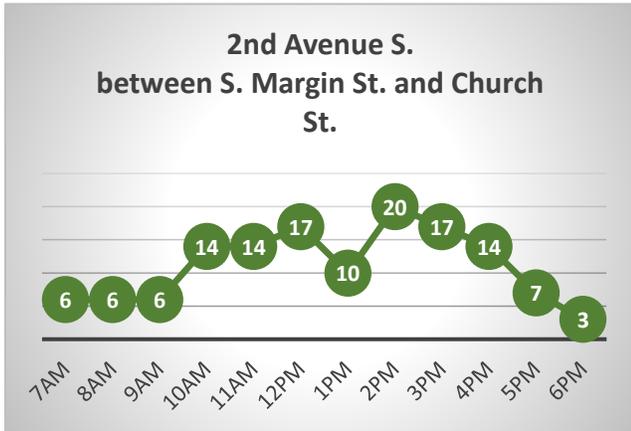
Typical Weekday Parking Counts



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Based on the parking counts conducted on 2nd Avenue S., for a typical weekend day the segment between S. Margin Street and Church Street is over capacity during the 2 PM hour and the segment from Church Street to E. Main Street is inadequate for the 4 PM and 6 PM hours

Typical Weekend Parking Counts



EXISTING CONDITIONS TECHNICAL APPENDIX

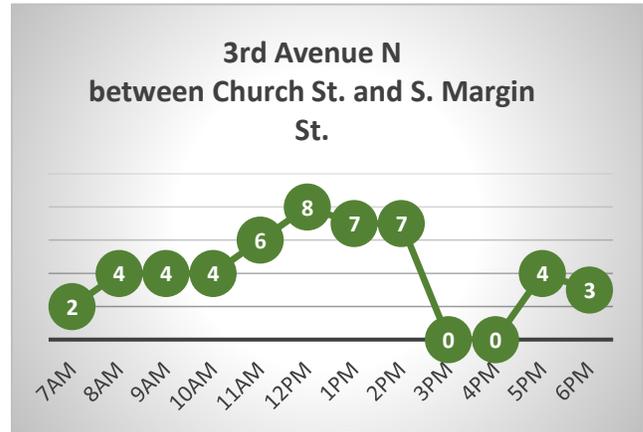
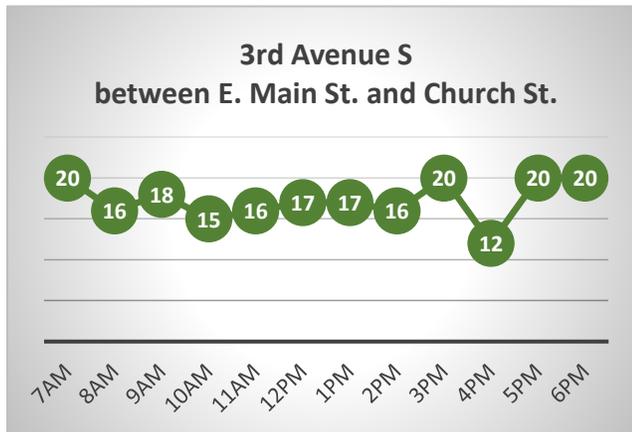
3rd Avenue S.

Utilizing the on-street parking layout of 3rd Avenue S., these are the number of parking spaces available per block as shown in Figure 1.

- Between E. Main Street and Church Street – 20 spaces
- Between Church Street and S. Margin Street – 13 spaces
- Between S. Margin Street and Railroad – 8 spaces

Below are the charts that show the number of vehicles parked on 3rd Avenue S. on a typical weekday and on a weekend day. On a typical weekday from E. Main Street to the Railroad there is adequate on-street parking available.

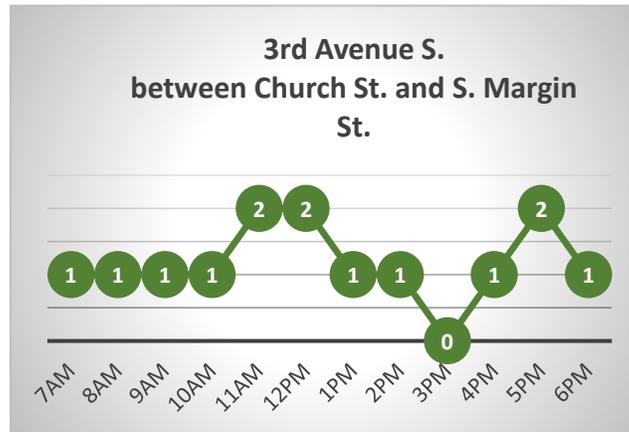
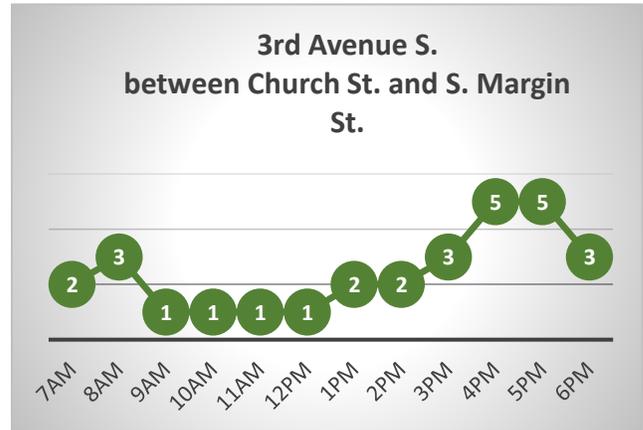
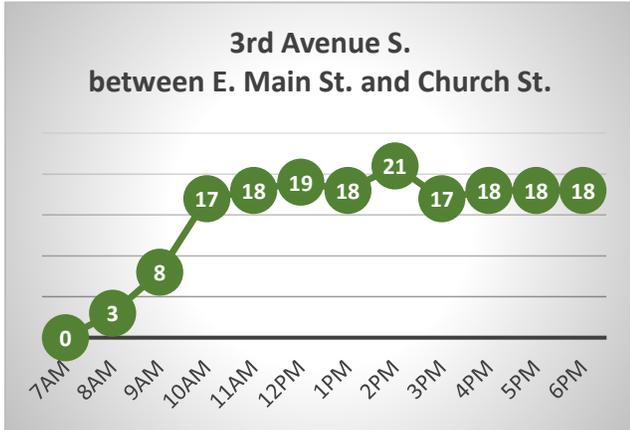
Typical Weekday Parking Counts



Based on the parking counts conducted on 3rd Avenue S., for a typical weekend day between Church Street and the Railroad there is adequate on-street parking between 7 AM and 6 PM. 1st Avenue S. is over capacity between E. Main Street and Church Street for the 2 PM hour.

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Typical Weekend Parking Counts



Cummins Street

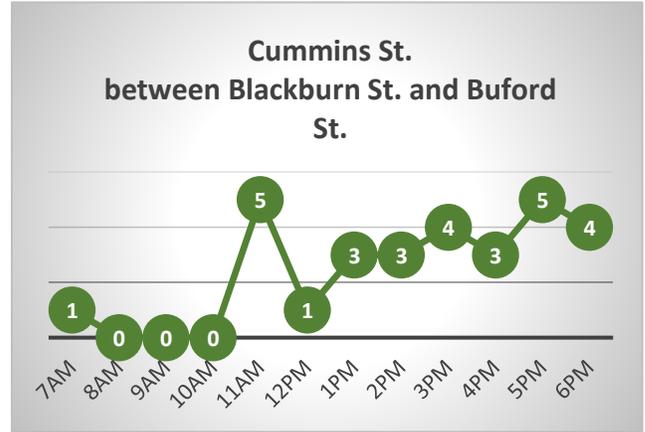
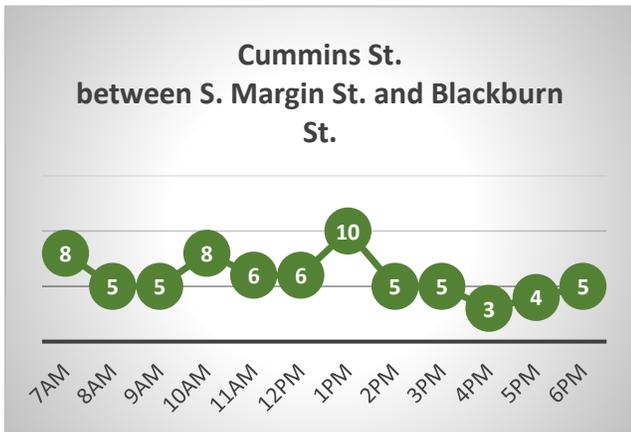
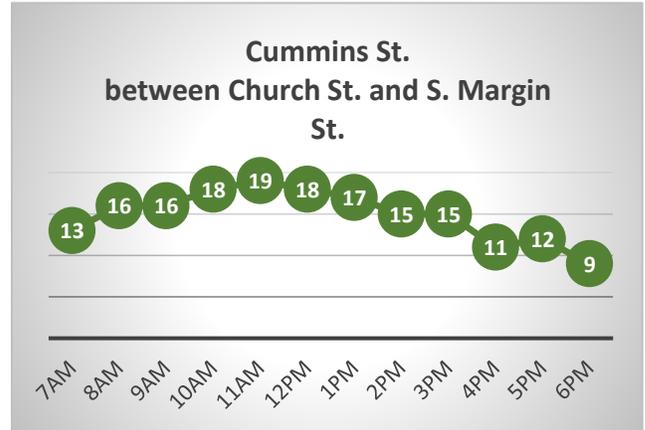
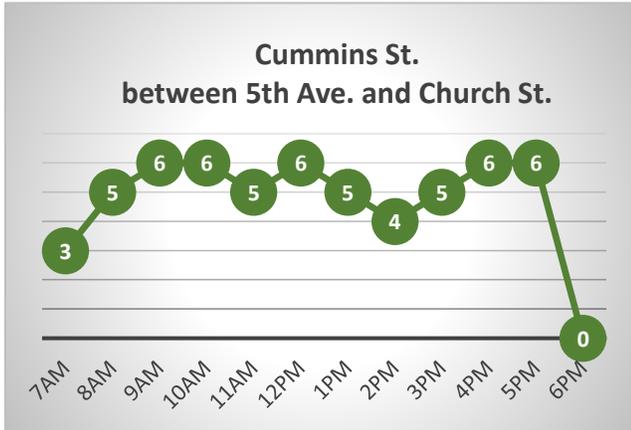
Utilizing the on-street parking layout of Cummins Street, these are the number of parking spaces available per block as shown in Figure 1.

- Between 5th Avenue S. and Church Street – 0 spaces
- Between Church Street and S. Margin Street – 6 spaces
- Between S. Margin Street and Blackburn Street – 10 spaces
- Between Blackburn Street and Buford Street – 4 spaces
- Between Buford Street and E. Fowlkes Street – 0 spaces

Below are the charts that show the number of vehicles parked on Cummins Street on a typical weekday and on a weekend day. On a typical weekday, Cummins Street is over capacity between 5th Avenue S. and Church Street from 7 AM to 5 PM, between Church Street and S. Margin Street from 7 AM to 6 PM, and between Blackburn Street and Buford Street during the 11 AM hour and the 5 PM hour. Between S. Margin Street and Blackburn Street, there is adequate on street parking available.

EXISTING CONDITIONS TECHNICAL APPENDIX

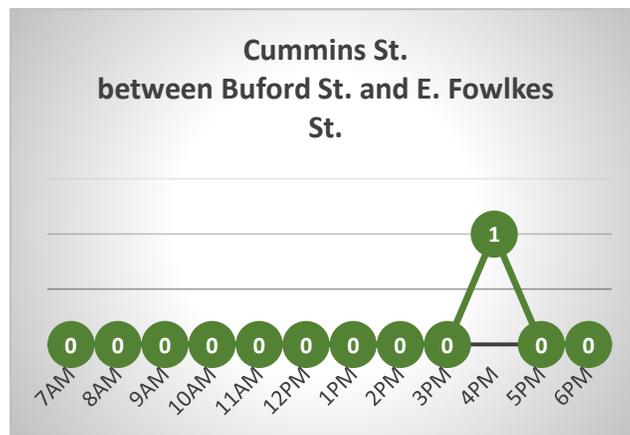
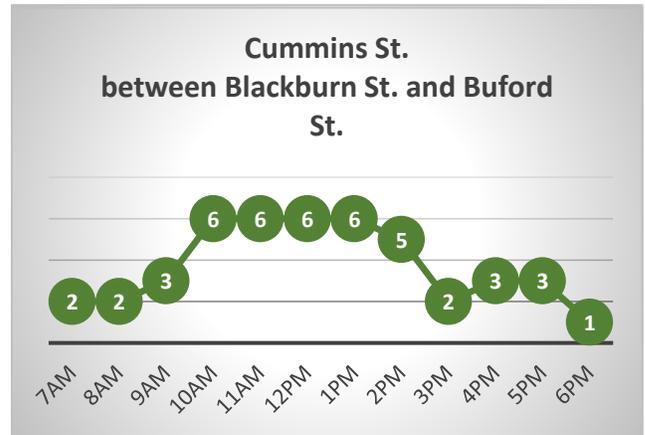
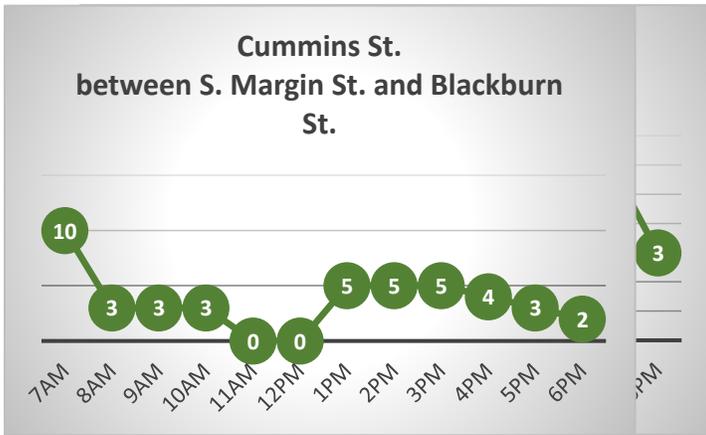
Typical Weekday Parking Counts



Based on the parking counts conducted on Cummins Street, for a typical weekend day between S. Margin Street and Blackburn Street there is adequate on-street parking between 7 AM and 6 PM. Cummins Streets is over capacity between 5th Avenue S. and Church Street from 8 AM to 6 PM, between Church Street and S. Margin Street from 7 AM to 6 PM, between Blackburn Street and Buford Street from 10 AM to 2 PM, and between Buford Street and E. Fowlkes Street during the 4 PM hour.

EXISTING CONDITIONS TECHNICAL APPENDIX

Typical Weekend Parking Counts



6th Avenue N.

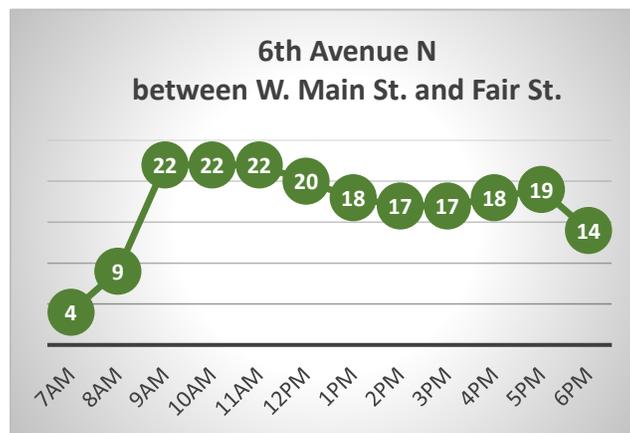
Utilizing the on-street parking layout of 6th Avenue N., these are the number of parking spaces available per block as shown in Figure 1.

- Between W. Main Street and Fair Street – 10 spaces

EXISTING CONDITIONS TECHNICAL APPENDIX

Below are the charts that show the number of vehicles parked on 6th Avenue N. on a typical weekday and on a weekend day. On a typical weekday, 6th Avenue N. between W. Main Street and Fair street has inadequate parking between 9 AM and 6 PM.

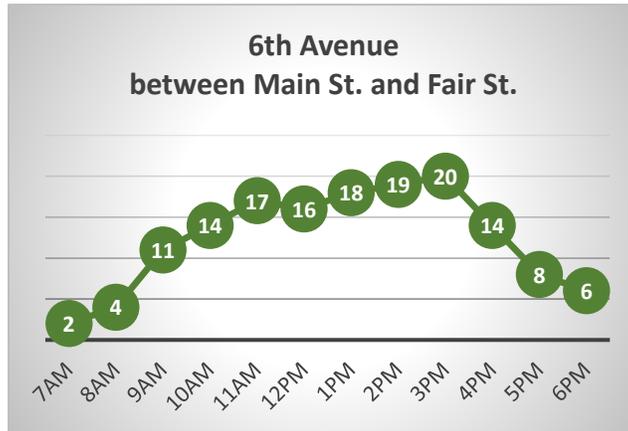
Typical Weekday Parking Counts



Based on the parking counts conducted on 6th Avenue N., for a typical weekend day between W. Main Street and Fair Street there is inadequate on-street parking between 9 AM and 4 PM.

Typical Weekend Parking Counts

EXISTING CONDITIONS TECHNICAL APPENDIX



Fair Street

Utilizing the on-street parking layout of Fair Street, these are the number of parking spaces available per block as shown in Figure 1.

- Between 6th Avenue N. and Highway 96 – 41 spaces

Below are the charts that show the number of vehicles parked on Fair Street on a typical weekday and on a weekend day. On a typical weekday from 6th Avenue N. to Highway 96 there is adequate on-street parking available.

Typical Weekday Parking Counts



Based on the parking counts conducted on Fair Street, for a typical weekend day from 6th Avenue N. to Highway 96 there is adequate on-street parking between 7 AM and 6 PM.

EXISTING CONDITIONS TECHNICAL APPENDIX

Typical Weekend Parking Counts



3rd Avenue N

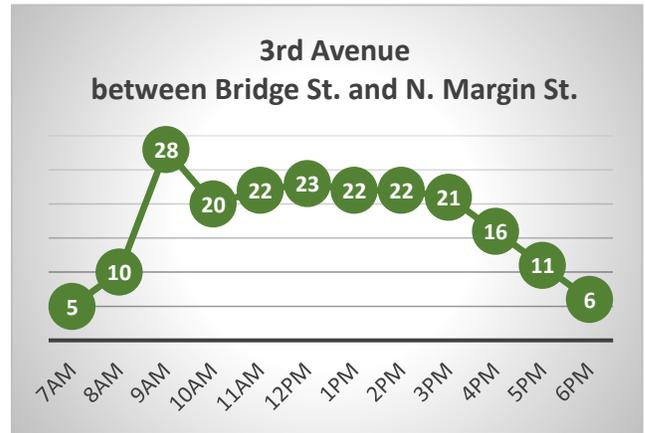
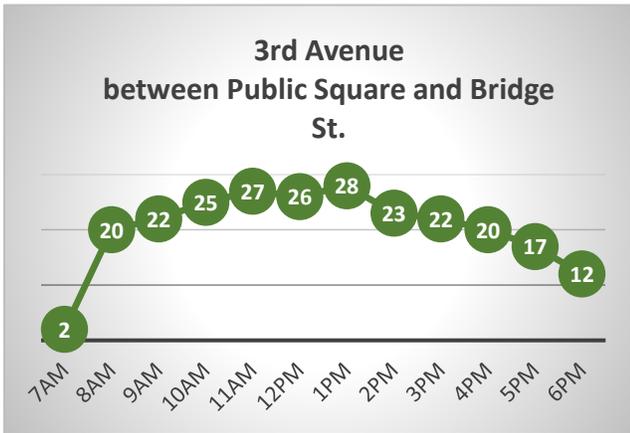
Utilizing the on-street parking layout of 3rd Avenue N., these are the number of parking spaces available per block as shown in Figure 1.

- Between Public Square and Bridge Street – 24 spaces
- Between Bridge Street and N. Margin Street – 24 spaces
- Between N. Margin Street and 4th Avenue North – 46 spaces

Below are the charts that show the number of vehicles parked on 3rd Avenue N. on a typical weekday and on a weekend day. On a typical weekday from N. Margin Street and 4th Avenue N. there is adequate on-street parking between 7 AM and 6 PM. 3rd Avenue N. is over capacity between Public Square and Bridge Street from 10 AM to 12 PM and between Bridge Street and N. Margin Street in the 9 AM hour.

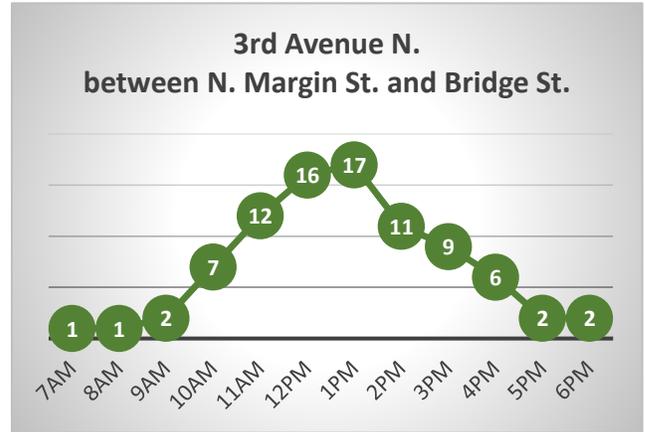
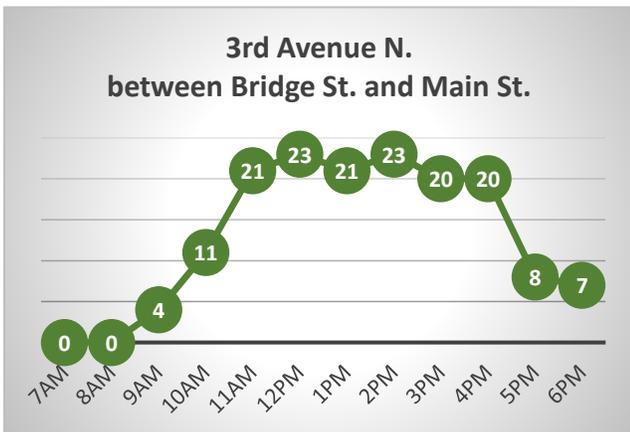
Typical Weekday Parking Counts

EXISTING CONDITIONS TECHNICAL APPENDIX

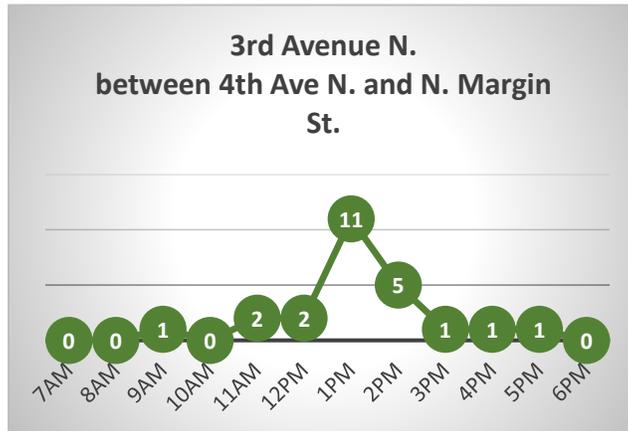


Based on the parking counts conducted on 3rd Avenue N., for a typical weekend day from Public Square to 4th Avenue N. there is adequate on-street parking between 7 AM and 6 PM.

Typical Weekend Parking Counts



EXISTING CONDITIONS TECHNICAL APPENDIX



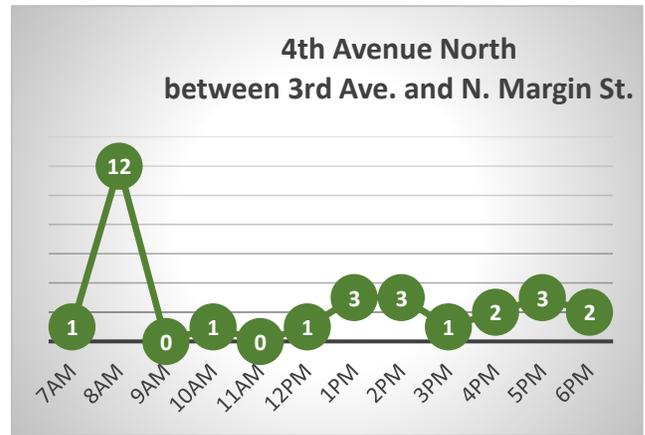
4th Avenue N.

Utilizing the on-street parking layout of 4th Avenue N., these are the number of parking spaces available per block as shown in Figure 1.

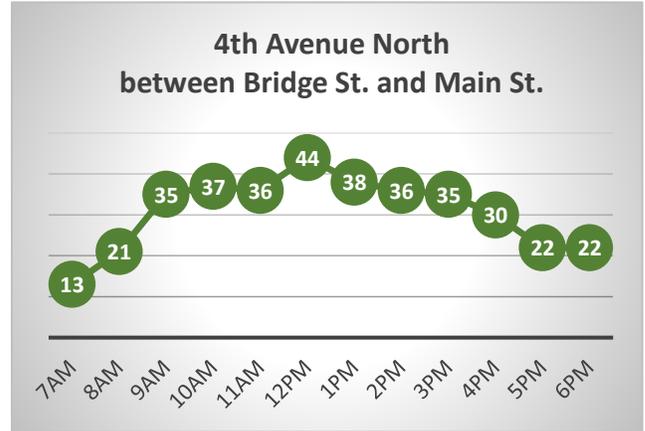
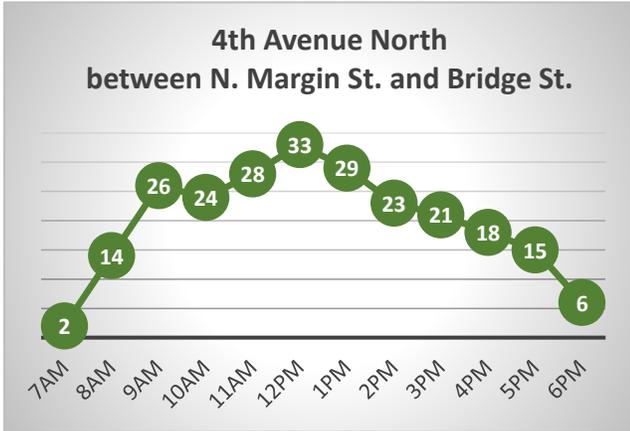
- Between 5th Avenue N. and 3rd Avenue N. – 11 spaces
- Between 3rd Avenue N. and N. Margin Street – 11 spaces
- Between N. Margin Street and Bridge Street – 23 spaces
- Between Bridge Street and Main Street – 28 spaces

Below are the charts that show the number of vehicles parked on 4th Avenue N. on a typical weekday and on a weekend day. On a typical weekday between 5th Avenue N. and 3rd Avenue N. there is adequate on-street parking between 7 AM and 6 PM. There is inadequate parking between 3rd Avenue N. and N. Margin Street in the 8 AM hour, between N. Margin Street and Bridge Street from 9 AM to 1 PM, and between Bridge Street and Main Street from 9 AM to 4 PM.

Typical Weekday Parking Counts

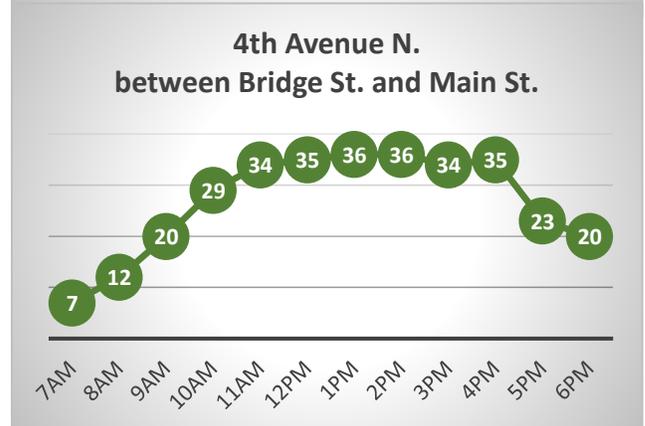


EXISTING CONDITIONS TECHNICAL APPENDIX



Based on the parking counts conducted on 4th Avenue N., for a typical weekend day from 5th Avenue N. to Bridge Street there is adequate on-street parking between 7 AM and 6 PM. Parking is over capacity between Bridge Street and Main Street between 10 AM and 4 PM.

Typical Weekend Parking Counts



EXISTING CONDITIONS TECHNICAL APPENDIX

7th Avenue N.

Utilizing the on-street parking layout of 7th Avenue N., these are the number of parking spaces available per block as shown in Figure 1.

- Between Fair Street and Main Street – 10 spaces

Below are the charts that show the number of vehicles parked on 7th Avenue N. on a typical weekday and on a weekend day. On a typical weekday between Fair Street and Main Street there is adequate on-street parking between 7 AM and 6 PM.

Typical Weekday Parking Counts



Based on the parking counts conducted on 7th Avenue N., for a typical weekend day from Fair Street to Main Street there is adequate on-street parking between 7 AM and 6 PM.

Typical Weekend Parking Counts



EXISTING CONDITIONS TECHNICAL APPENDIX

9th Avenue N.

Utilizing the on-street parking layout of 9th Avenue N., these are the number of parking spaces available per block as shown in Figure 1.

- Between Columbia Avenue and Natchez Street – 10 spaces

Below are the charts that show the number of vehicles parked on 9th Avenue N. on a typical weekday and on a weekend day. On a typical weekday between Columbia Avenue and Natchez Street there is adequate on-street parking between 7 AM and 6 PM.

Typical Weekday Parking Counts



Based on the parking counts conducted on 9th Avenue N., for a typical weekend day from Columbia Avenue to Natchez Street there is adequate on-street parking between 7 AM and 6 PM.

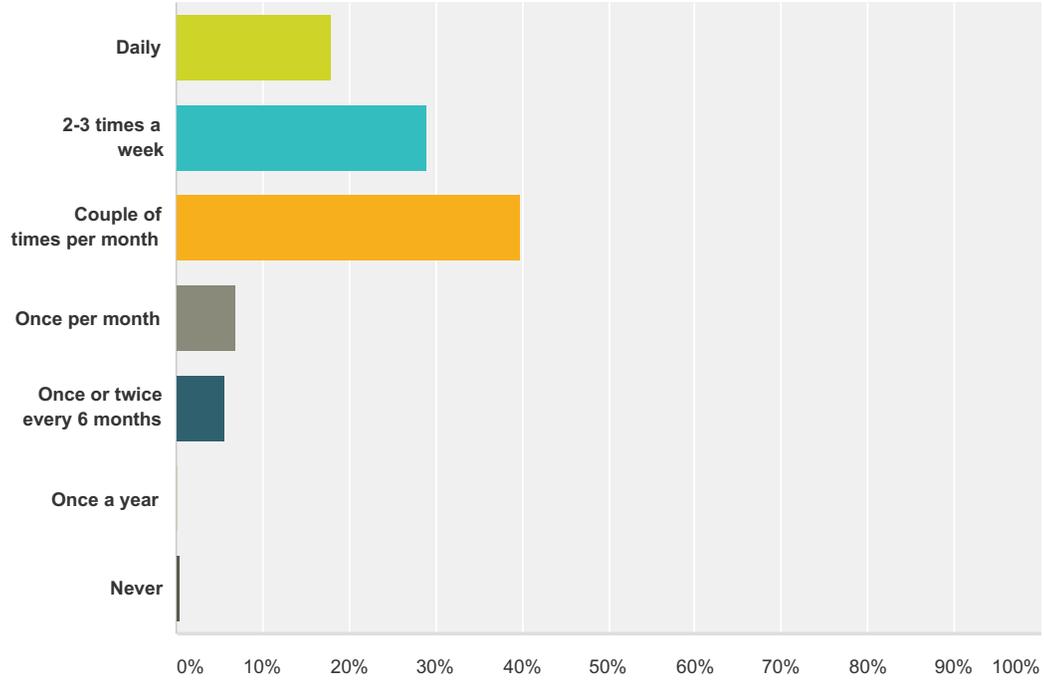
EXISTING CONDITIONS TECHNICAL APPENDIX

2. On-line Survey Results

Downtown Parking Study

Q1 In the past 12 months, how often have you parked somewhere in the Downtown Study Area?

Answered: 439 Skipped: 3

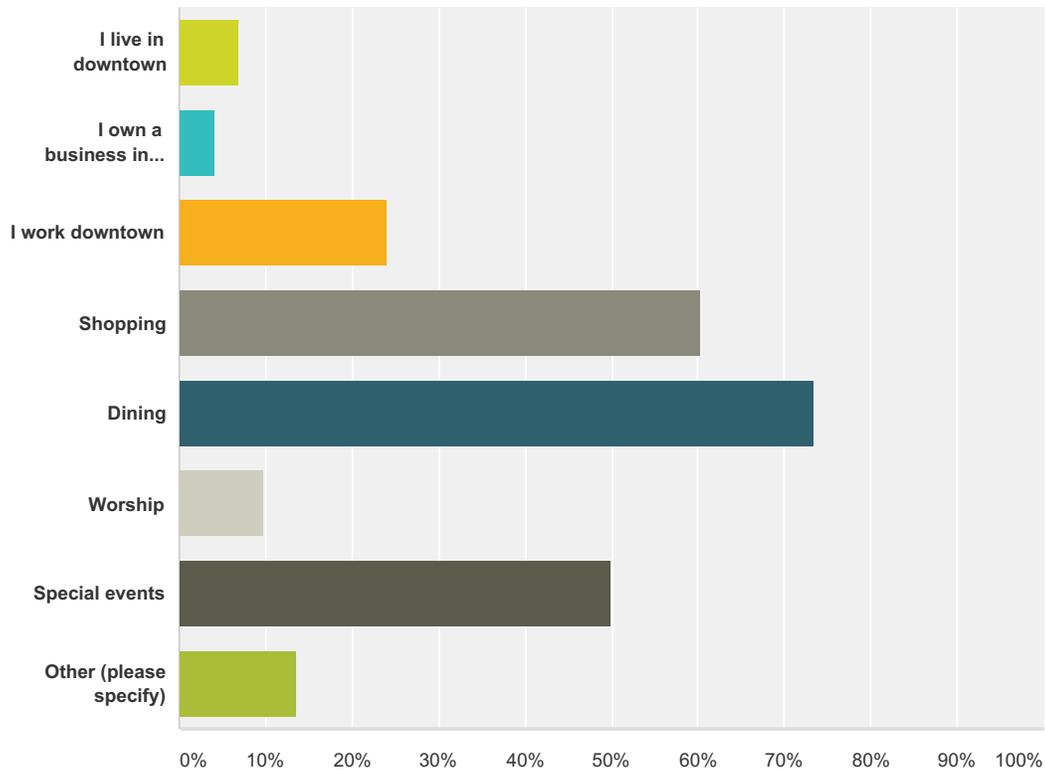


Answer Choices	Responses	Count
Daily	18.00%	79
2-3 times a week	28.93%	127
Couple of times per month	39.86%	175
Once per month	6.83%	30
Once or twice every 6 months	5.69%	25
Once a year	0.23%	1
Never	0.46%	2
Total		439

Downtown Parking Study

Q2 What are the most frequent reasons you come to the Downtown Study Area? (check all that apply)

Answered: 439 Skipped: 3



Answer Choices	Responses
I live in downtown	6.83% 30
I own a business in downtown	4.10% 18
I work downtown	23.92% 105
Shopping	60.36% 265
Dining	73.58% 323
Worship	9.79% 43
Special events	49.89% 219
Other (please specify)	13.67% 60
Total Respondents: 439	

#	Other (please specify)	Date
1	Meetings	12/6/2016 9:08 AM
2	I own a downtown building and have employees that need to park as well as many tenants and their customers	12/5/2016 2:58 PM
3	Post office	12/5/2016 7:35 AM

Downtown Parking Study

4	Hair services	12/2/2016 10:59 PM
5	Beauty salon	11/28/2016 12:13 PM
6	to attend productions at Pull-Tight	11/22/2016 10:55 AM
7	Visit Pinkerton Park	11/20/2016 7:11 AM
8	Franklin Theatre	11/19/2016 10:23 PM
9	Go to city or county offices	11/19/2016 4:21 PM
10	I don't because of lack of parking	11/19/2016 3:03 PM
11	Business	11/19/2016 12:12 PM
12	Post Office and banking	11/19/2016 10:45 AM
13	city meetings	11/16/2016 11:37 AM
14	Walking, riding my bicycle, walking my dogs	11/4/2016 6:00 AM
15	Paying water bill	11/2/2016 8:41 PM
16	pick up/drop off kids school	11/2/2016 1:02 PM
17	Hair salon	11/2/2016 7:35 AM
18	Pay water bill; drive taxi; live near downtown	11/2/2016 1:45 AM
19	Y	11/2/2016 12:15 AM
20	I run/walk a lot through town. Live closer to the interstate but drive/park downtown a lot.	11/1/2016 9:59 PM
21	Banking	11/1/2016 9:17 PM
22	civic meetings	11/1/2016 8:56 PM
23	Post office	11/1/2016 7:16 PM
24	Art classes	11/1/2016 5:50 PM
25	Services-salon	11/1/2016 2:21 PM
26	Work in coffee shops	11/1/2016 1:47 PM
27	Heritage Foundation office	11/1/2016 1:02 PM
28	Exercise	11/1/2016 12:24 PM
29	Live nearby	11/1/2016 11:45 AM
30	meetings	11/1/2016 11:18 AM
31	Go to the park	11/1/2016 11:15 AM
32	Work meetings	11/1/2016 10:01 AM
33	Meetings	10/24/2016 10:54 PM
34	Participate in city commissions and community organizations	10/24/2016 11:02 AM
35	jury duty; work-related	10/20/2016 9:43 AM
36	U	10/18/2016 11:07 PM
37	I run and ride my bike downtown periodically as part of my workout	10/17/2016 3:34 PM
38	Business - clients with offices in Downtown	10/17/2016 12:59 PM
39	Need to dropoff a FedEx Package or UPS Package	10/17/2016 10:31 AM
40	Just for fun.	10/17/2016 6:34 AM
41	My business requires frequent trips downtown Franklin	10/16/2016 10:21 PM
42	walk the park areas	10/16/2016 10:01 PM
43	Work meetings	10/16/2016 9:56 PM
44	Company I work for has an office downtown that I have to visit frequently .	10/16/2016 8:48 PM

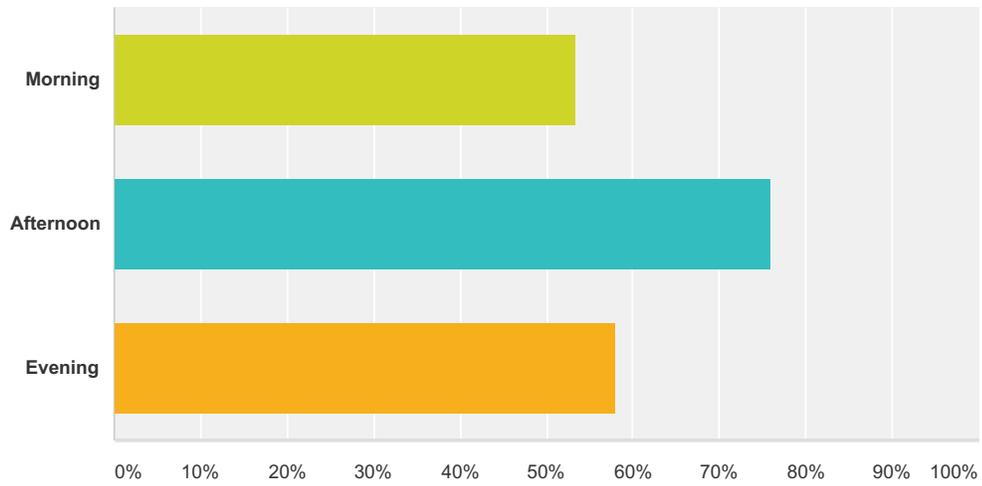
Downtown Parking Study

45	I drive through to get home.	10/16/2016 8:09 PM
46	I live in the area so I frequently visit downtown	10/16/2016 7:52 PM
47	A business I own delivers all over Franklin so we are in this area multiple times a day every day.	10/16/2016 7:12 PM
48	getting a haircut on Main Street	10/16/2016 6:55 PM
49	Meetings	10/16/2016 6:47 PM
50	Meetings	10/16/2016 6:45 PM
51	meet friends	10/16/2016 6:41 PM
52	fundraising for a sports team (seeking sponsorships)	10/16/2016 6:14 PM
53	Credit Union	10/15/2016 6:15 PM
54	Meetings, work related	10/15/2016 5:12 PM
55	Spice Shop	10/15/2016 3:53 AM
56	Just to walk and enjoy the beauty of the town.	10/14/2016 10:15 PM
57	Walking	10/14/2016 8:35 PM
58	post office/bank/etc	10/14/2016 4:54 PM
59	School	10/14/2016 2:46 PM
60	hookers n blow	10/14/2016 11:37 AM

Downtown Parking Study

Q3 What time of day do you typically park in the Downtown Study Area? (check all that apply)

Answered: 438 Skipped: 4

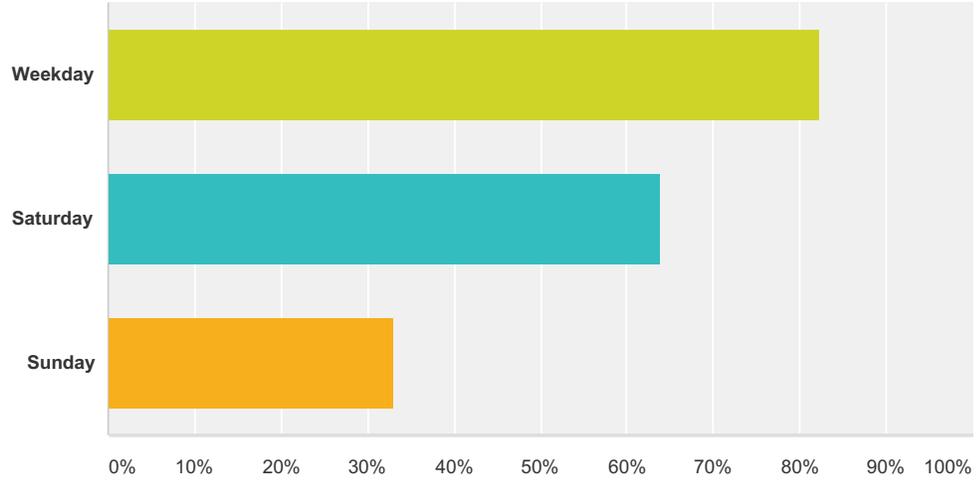


Answer Choices	Responses	
Morning	53.42%	234
Afternoon	76.03%	333
Evening	57.99%	254
Total Respondents: 438		

Downtown Parking Study

**Q4 On what days of the week do you typically park in the Downtown Study Area?
(check all that apply)**

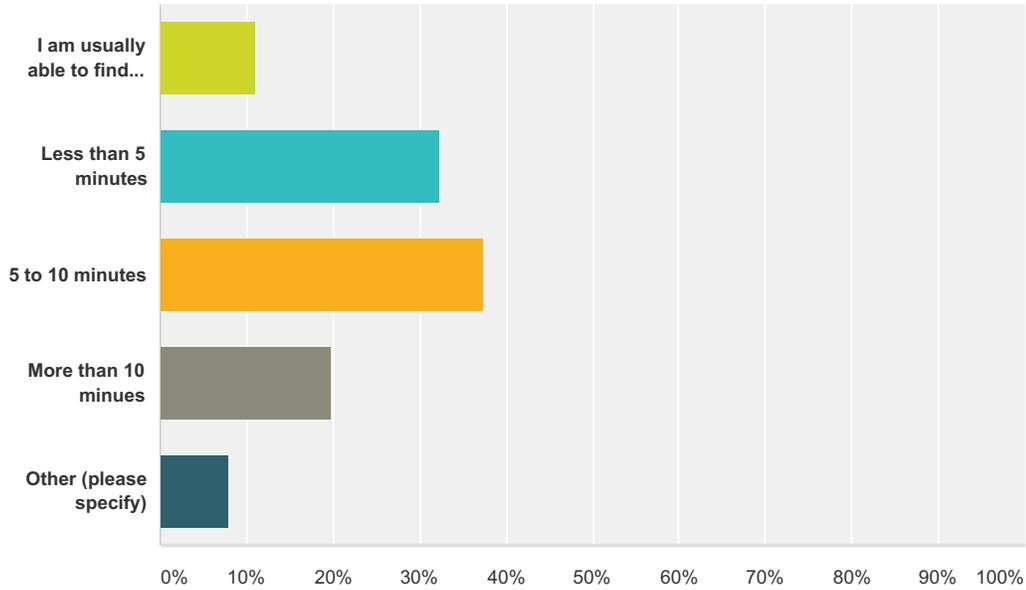
Answered: 437 Skipped: 5



Answer Choices	Responses
Weekday	82.15% 359
Saturday	63.84% 279
Sunday	32.95% 144
Total Respondents: 437	

Q5 On average, how much time do you spend looking for a parking space once you arrive in the Downtown Study Area?

Answered: 439 Skipped: 3



Answer Choices	Responses
I am usually able to find parking immediately	11.16% 49
Less than 5 minutes	32.35% 142
5 to 10 minutes	37.36% 164
More than 10 minutes	19.82% 87
Other (please specify)	7.97% 35
Total Respondents: 439	

#	Other (please specify)	Date
1	If i go to one of the garages i can often find parking but it is not central to my building. it is very difficult to find parking within an easy walking distance from my building and if i need to stay beyond 2 hrs, almost impossible.	12/5/2016 2:58 PM
2	4th Ave garage is full - people going to court can't find parking.	12/5/2016 8:52 AM
3	Depends on time of day - early AM pretty quickly, otherwise 5-10 minutes	11/30/2016 1:22 PM
4	This depends on what's going on downtown. Last Wednesday I couldn't park in the lot I usually do because it was full. I had to drive around until I found street parking. I don't know why it was so busy.	11/28/2016 12:13 PM
5	if i choose not to park in garage, it takes about 10 min	11/22/2016 10:55 AM
6	Unless it's a special weekend or event day.	11/20/2016 9:10 PM
7	Sometimes up to 20 minutes	11/20/2016 6:47 PM
8	Limited mobility due to disabled status.	11/20/2016 1:33 PM
9	Lately taken half an hour	11/19/2016 11:42 AM

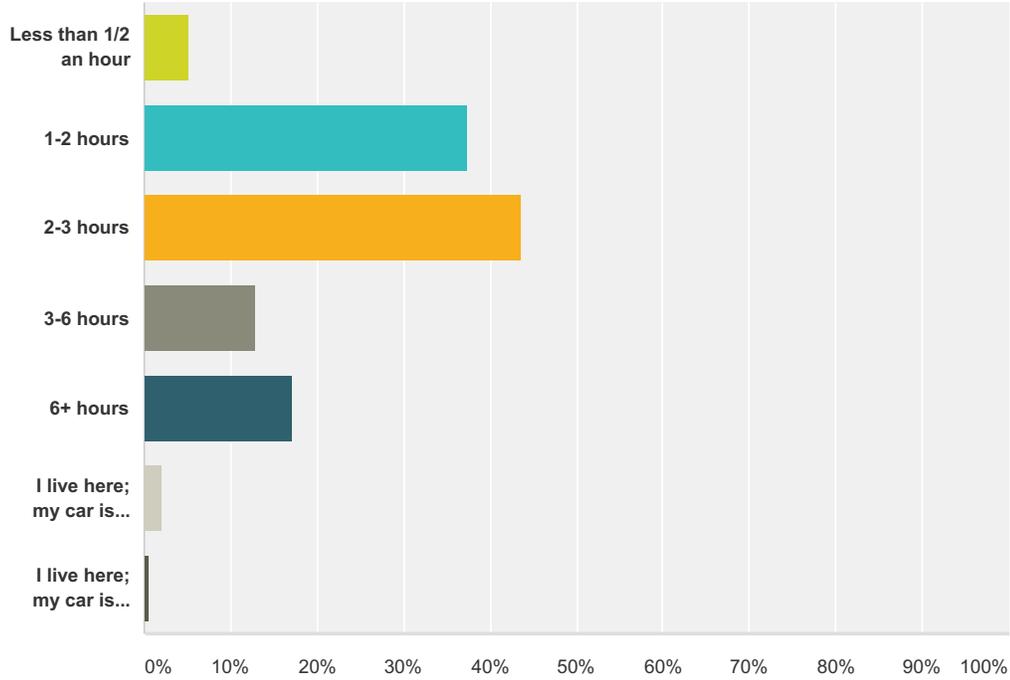
Downtown Parking Study

10	It depends on the time of day. When I get here before 9 for work, I find it immediately. Any time after that, at least 15 minutes and a lot of prayer! I try very hard not to leave in the middle of the day.	11/17/2016 9:07 AM
11	Ok in the morning; 15-20 minutes after lunch	11/16/2016 1:59 PM
12	I park farther way from the place I am going to eliminate so much looking for a parking place	11/9/2016 6:15 PM
13	E	11/2/2016 5:10 AM
14	I usually get pissed, and park 3 blocks away and walk to the bank.	11/1/2016 9:17 PM
15	I normally can't find parking so I just go somewhere else to eat or shop	11/1/2016 2:03 PM
16	For special events, it's usually more like 10-15 minutes	11/1/2016 12:54 PM
17	Private lot	11/1/2016 10:05 AM
18	Anything after 9 am you can forget it	10/24/2016 8:38 PM
19	Some mornings it's easy, others impossible. Around Holidays I don't even bother	10/18/2016 12:43 AM
20	Mornings are ok but cannot leave at lunch time	10/17/2016 1:21 PM
21	sometime 25-30 minutes depending on traffic	10/17/2016 12:58 PM
22	In the mornings it is fine, come lunch time one can spend 15 or more minutes looking for a spot.	10/17/2016 12:58 PM
23	Almost impossible to find after 12:00 pm	10/17/2016 11:27 AM
24	I am able to park before 10 but after I can spend 5 minutes trying to find parking.	10/17/2016 9:24 AM
25	Depends when I come. Weekdays are getting tough. Sunday morning is still easy.	10/16/2016 8:31 PM
26	It actually depends on the day and time of day. Especially if there is an event going on.	10/16/2016 7:12 PM
27	It was ridiculous - I thing about 50 cars went all the way up and down the 4th ave garage - can we not get a counter on there so it will say FULL! then no street or behind the business parking - had to park up on 5th ave - probably in another business' lot and walk - took 20 min or more	10/16/2016 6:55 PM
28	I either park on the square early or park at the city and walk to courthouse... courthouse always full	10/15/2016 11:40 PM
29	It varies depending on time. If I am able to get there before 8 I can get a spot right away. Anytime after that and it can take up to 20 minutes or more depending on other factors such as court days, are schools out, is it summer etc.	10/14/2016 10:30 PM
30	I go straight to the parking structure by Meridee's	10/14/2016 10:15 PM
31	Easy in the morning; more difficult mid-day and afternoon	10/14/2016 8:31 PM
32	Today (a Friday) I was trying to take my kids to lunch on the last day of Fall Break, and we drove around for 40 MINUTES until we finally found a spot. On the third attempt at the parking garage, we finally got a spot on the roof.	10/14/2016 6:56 PM
33	I usually end up going up on 96 or out to Harpeth Village. I walk with a cane.	10/14/2016 5:55 PM
34	20 min in the garage and still no space	10/14/2016 3:23 PM
35	Usually have to park somewhere else and walk.	10/14/2016 2:22 PM

Downtown Parking Study

Q6 What is your typical length of stay in the Downtown Study Area?(check all that apply)

Answered: 437 Skipped: 5

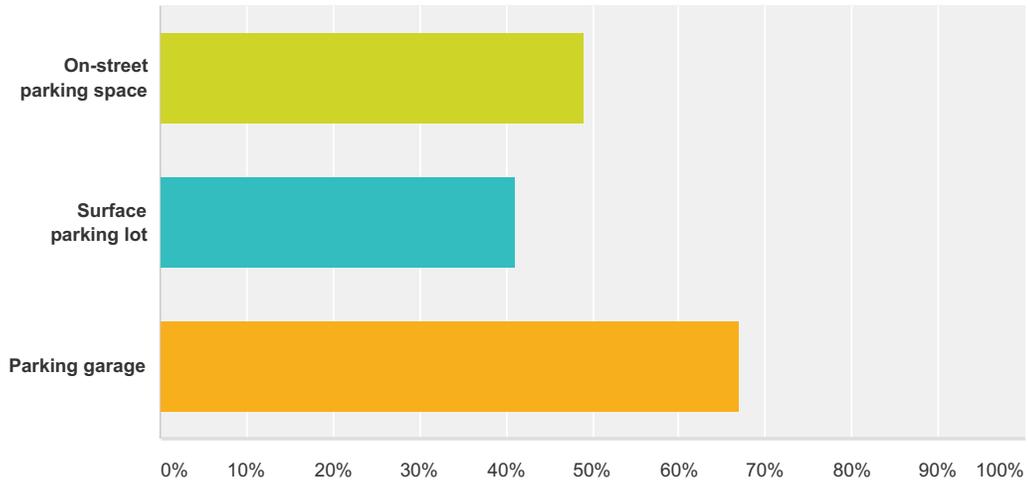


Answer Choices	Responses
Less than 1/2 an hour	5.26% 23
1-2 hours	37.30% 163
2-3 hours	43.71% 191
3-6 hours	13.04% 57
6+ hours	17.16% 75
I live here; my car is parked in a driveway or private lot many hours of the day	2.06% 9
I live here; my car is parked on the street many hours of the day	0.69% 3
Total Respondents: 437	

Downtown Parking Study

Q7 What type of parking facility do you typically use in the Downtown Study Area?

Answered: 436 Skipped: 6

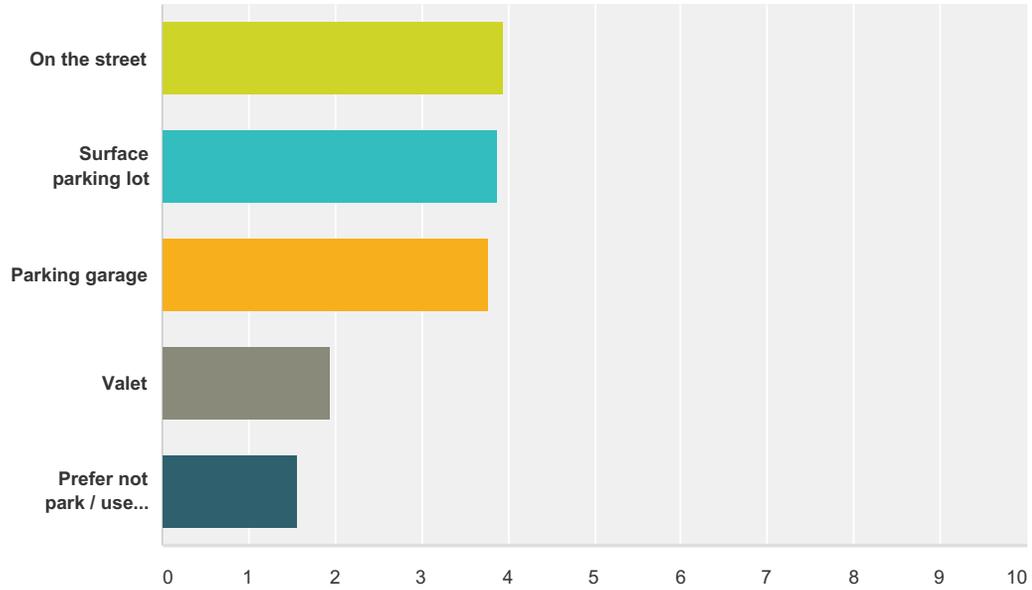


Answer Choices	Responses
On-street parking space	49.08% 214
Surface parking lot	41.06% 179
Parking garage	66.97% 292
Total Respondents: 436	

Downtown Parking Study

Q8 Rank the following in order of parking preference when in the Downtown Study Area.

Answered: 431 Skipped: 11

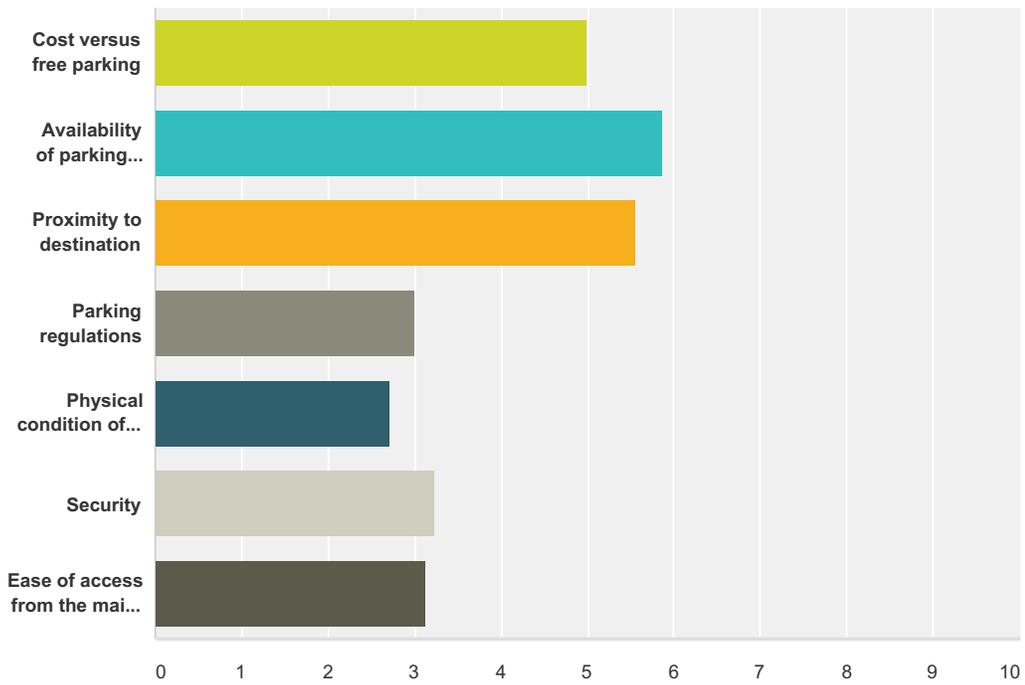


	1	2	3	4	5	Total	Score
On the street	38.59% 159	28.16% 116	24.27% 100	6.31% 26	2.67% 11	412	3.94
Surface parking lot	25.67% 105	40.83% 167	29.58% 121	3.18% 13	0.73% 3	409	3.88
Parking garage	31.75% 134	26.54% 112	32.46% 137	6.87% 29	2.37% 10	422	3.78
Valet	3.17% 11	2.31% 8	8.07% 28	57.93% 201	28.53% 99	347	1.94
Prefer not park / use other means of travel	4.15% 13	3.19% 10	4.15% 13	22.36% 70	66.13% 207	313	1.57

Downtown Parking Study

Q9 Rank the following factors in deciding where to park.

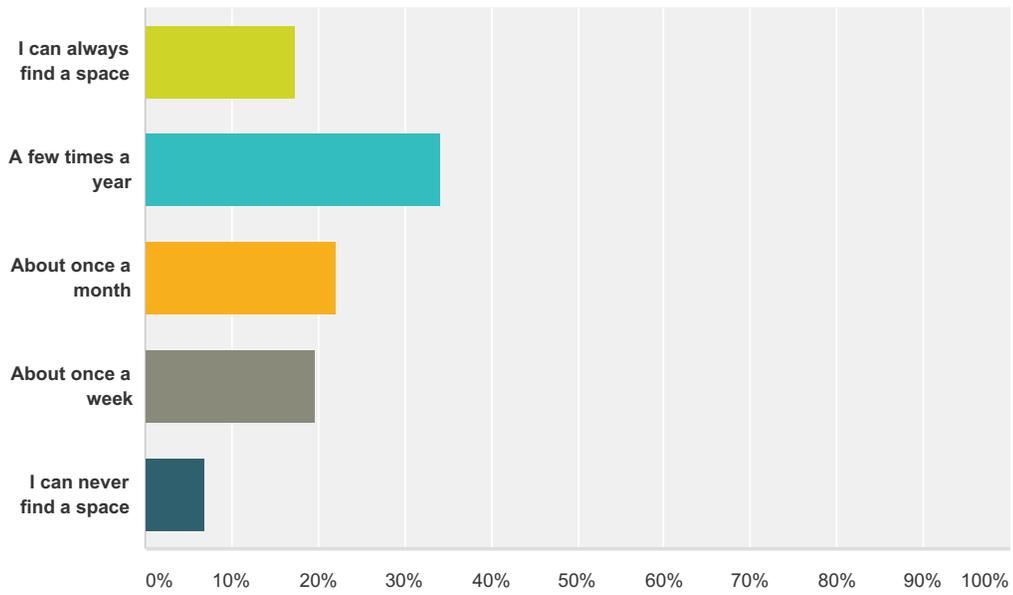
Answered: 425 Skipped: 17



	1	2	3	4	5	6	7	Total	Score
Cost versus free parking	33.33% 129	16.28% 63	16.02% 62	9.56% 37	9.30% 36	5.17% 20	10.34% 40	387	4.98
Availability of parking (ease of finding an empty space)	33.50% 134	36.75% 147	20.75% 83	5.00% 20	1.25% 5	1.75% 7	1.00% 4	400	5.87
Proximity to destination	29.98% 122	31.94% 130	19.41% 79	8.11% 33	4.67% 19	4.18% 17	1.72% 7	407	5.55
Parking regulations	2.49% 9	4.70% 17	10.50% 38	23.20% 84	16.57% 60	17.96% 65	24.59% 89	362	3.01
Physical condition of parking area	1.65% 6	1.92% 7	7.97% 29	13.46% 49	25.27% 92	28.85% 105	20.88% 76	364	2.71
Security	2.15% 8	6.45% 24	13.44% 50	19.89% 74	22.85% 85	20.16% 75	15.05% 56	372	3.24
Ease of access from the main road	2.70% 10	5.12% 19	14.56% 54	19.41% 72	18.87% 70	16.98% 63	22.37% 83	371	3.13

Q10 How often are you unable to find a convenient parking space?

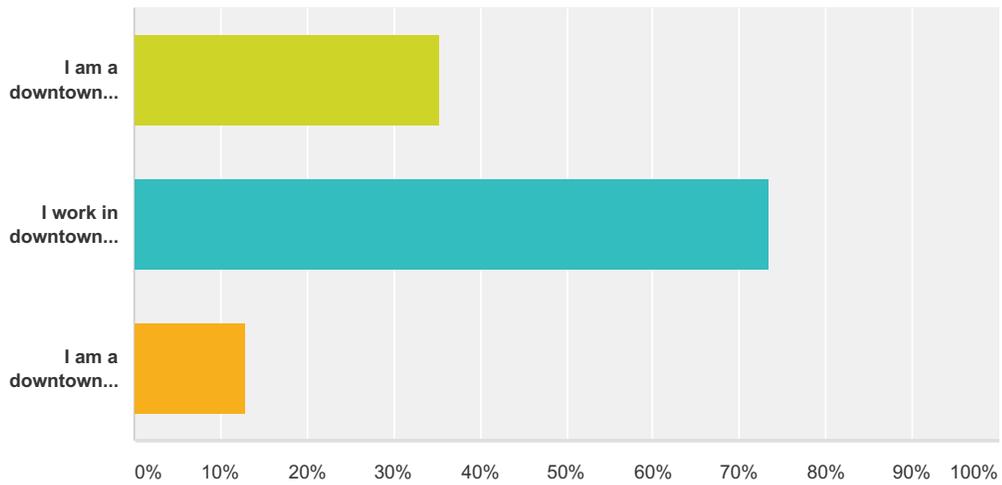
Answered: 439 Skipped: 3



Answer Choices	Responses
I can always find a space	17.31% 76
A few times a year	34.17% 150
About once a month	22.10% 97
About once a week	19.59% 86
I can never find a space	6.83% 30
Total	439

Q11 Do any of the following apply to you? (check all that apply)

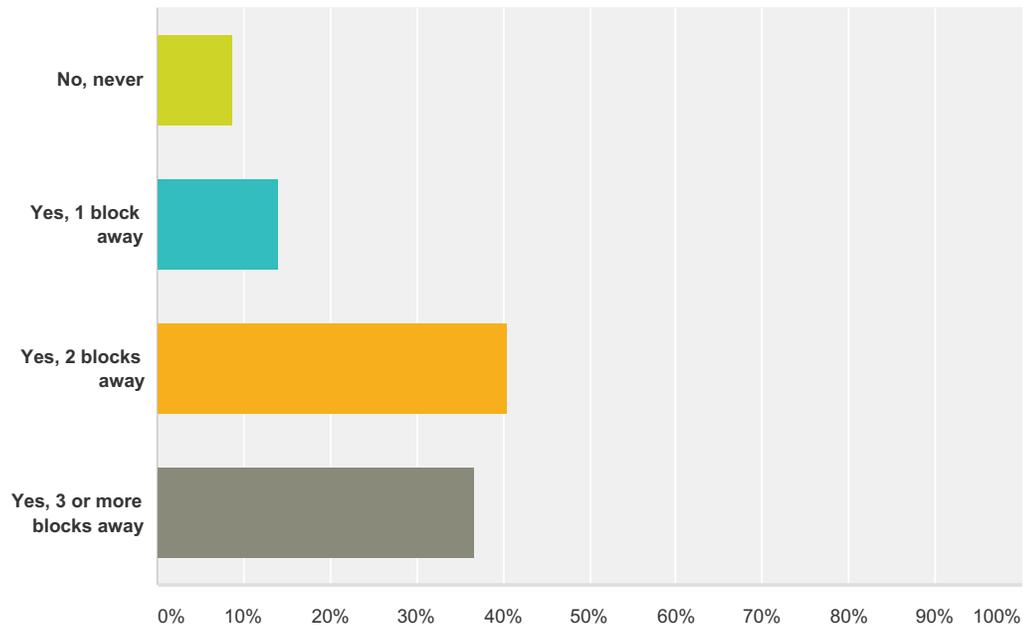
Answered: 147 Skipped: 295



Answer Choices	Responses
I am a downtown Franklin resident	35.37% 52
I work in downtown Franklin	73.47% 108
I am a downtown Franklin business owner	12.93% 19
Total Respondents: 147	

Q12 Have you ever had to park further away from your destination than desired?

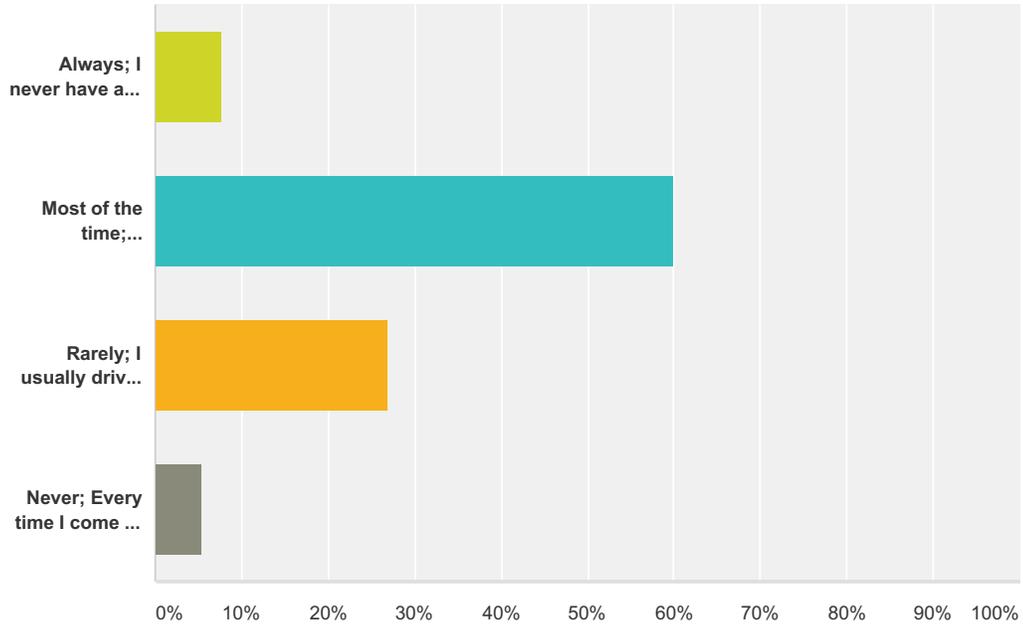
Answered: 437 Skipped: 5



Answer Choices	Responses	Count
No, never	8.70%	38
Yes, 1 block away	13.96%	61
Yes, 2 blocks away	40.50%	177
Yes, 3 or more blocks away	36.84%	161
Total		437

Q13 In general, do you consider the parking in the Downtown Study Area to be available when you need it?

Answered: 438 Skipped: 4

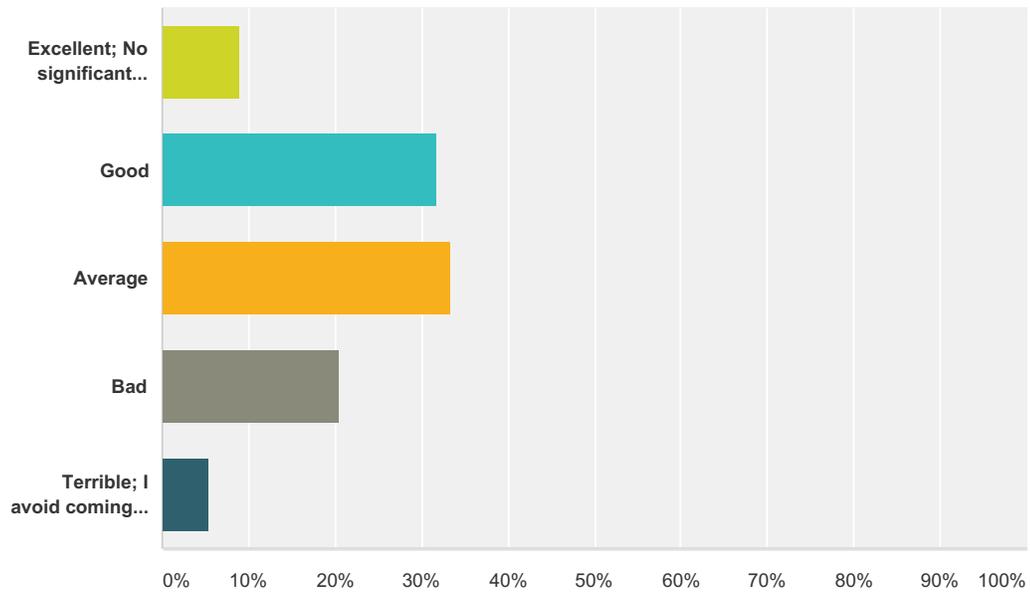


Answer Choices	Responses
Always; I never have a hard time finding a reasonable parking spot	7.76% 34
Most of the time; Ocassionally it can be tough to find a spot quickly	59.82% 262
Rarely; I usually drive around before I find parking	26.94% 118
Never; Every time I come to the study area it's difficult to park	5.48% 24
Total	438

Downtown Parking Study

Q14 Overall, how would you rate the parking in the Downtown Study Area?

Answered: 437 Skipped: 5



Answer Choices	Responses
Excellent; No significant problems	8.92% 39
Good	31.81% 139
Average	33.41% 146
Bad	20.37% 89
Terrible; I avoid coming to the area	5.49% 24
Total	437

Downtown Parking Study

Q15 What is the biggest issue with parking in the Downtown Study Area?

Answered: 269 Skipped: 173

#	Responses	Date
1	There should be more parking available for the block that contains the Franklin Theatre and McCreary's restaurant.	12/13/2016 3:59 PM
2	Keep it free. If you start trying to generate revenue, we won't come downtown anymore.	12/12/2016 8:46 AM
3	Only an issue during special events	12/10/2016 6:37 AM
4	there's not enough general parking, festivals and events are very difficult to find parking.	12/9/2016 1:09 PM
5	Festivals for lack of parking and difficulty in going through the downtown area.	12/6/2016 9:08 AM
6	On street parking is hard to find.	12/6/2016 7:42 AM
7	Lack of parking spaces, worse when holidays are here when premium customer parking spots are taken by Christmas trees!	12/5/2016 9:08 PM
8	4 hour minimum. Great for retail. Horrible for people who work downtown.	12/5/2016 3:18 PM
9	There should be some consideration given to a parking garage with condos on top floor and shops on street level. I have seen this in other Historic Communities. This approach hides the appearance of a garage and provides parking, retail space and living spaces. I would be interested in partnering with the City to do such a project and have indicated that in the past.	12/5/2016 2:58 PM
10	Everything is limited to 4 hour parking close to my office. I work at least 8 hours per day, so this causes issues. Plus, rarely available.	12/5/2016 2:36 PM
11	Not enough parking. Need 8 hour parking.	12/5/2016 2:31 PM
12	The four hour time limit for people who work in downtown Franklin is a very significant problem	12/5/2016 1:09 PM
13	There has never been adequate parking on the Five Points side of town. For some reason all of the other areas have been blessed by having parking garages for their clients and tenants.	12/5/2016 10:18 AM
14	Growth of business traffic is consuming the available parking at an increasing rate. Peak period businesses, like dining, are being added, and share the same peaks, so traffic and parking are an issue. Traffic gets heavy with people looking for spaces.	12/5/2016 10:11 AM
15	court parkers encroaching on residential	12/5/2016 10:07 AM
16	Parking availability after all of the planned development in the central part of Franklin. The city needs to provide more housing opportunities in downtown area to reduce traffic congestion and need for more parking. Rather than build more parking lots, the city needs to provide land for workforce housing so that people can walk to work and shopping.	12/5/2016 9:26 AM
17	ability to park at remote locations and bus in	12/5/2016 8:55 AM
18	Lack of capacity in the 4th Avenue Garage and better support needed for the many special events. The events recur and are a significant part of Franklin's cultural tourism. Plans should be made to better support this. When small businesses conduct renovations, there is a requirement to submit a parking plan. There is a significant cost in time and money to have a designer detail parking when it is obvious that nothing can be done to make improvements. A wide variety of businesses should be able to come to the downtown area regardless of whether they can solve the parking issues onsite. Be careful not to place too many burdens on business owners that are costly but offer no significant return on the investment.	12/5/2016 8:52 AM
19	4th Ave. garage is always full	12/5/2016 7:56 AM
20	Parallel parking ties up traffic	12/5/2016 7:35 AM
21	congestion	12/5/2016 4:32 AM
22	Traffic is increasing. I can see a future time when parking will be an issue unless the infrastructure grows with the traffic.	12/4/2016 11:13 PM
23	Once the businesses are open, parking becomes more scarce...possibly employees parking?	12/2/2016 10:59 PM
24	Two events overlapping each other.	12/2/2016 9:43 PM

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25	You can not tell when garages are full. Therefore, turning around at the top is a hassle. Especially in a large truck.	12/2/2016 9:35 AM
26	Finding an open spot in the lot behind Pucketts/Frothy Monkey is almost impossible.	12/1/2016 1:40 PM
27	tourist not knowing what's going on	12/1/2016 11:36 AM
28	Not enough	12/1/2016 9:30 AM
29	many of the on-street parking spaces are small and difficult to get into	11/30/2016 3:47 PM
30	It fills up so quickly -- if you get there after 9:30am during the week there is almost no parking left.	11/30/2016 1:22 PM
31	Availability and convenience during large special events or busy weekends	11/29/2016 9:46 PM
32	I was not aware of a couple of the lots the city leases.	11/28/2016 5:34 PM
33	The randomness of availability.	11/28/2016 12:13 PM
34	The duration of on-street parking is too long in front of stores. On-street parking should be reduced and limited to 30-60 minutes for visitors who have a specific destination or store they wish to visit.	11/21/2016 5:35 PM
35	Garages and lots fill up early; not an issue if arriving before 9 though	11/21/2016 3:02 PM
36	not enough places to part during franklin events	11/21/2016 12:49 PM
37	available spaces for visitors and workers.	11/21/2016 10:40 AM
38	Unpredictable days- crowded streets for no apparent reason	11/21/2016 8:56 AM
39	Peak periods and events.	11/20/2016 9:10 PM
40	Not enough parking available during special events.	11/20/2016 7:38 PM
41	There's simply not enough parking spots. And the parking garages are extremely dangerous in that they're too small. Cars cannot get around each other causing backups and wrecks.	11/20/2016 6:47 PM
42	There is not enough parking.	11/20/2016 6:37 PM
43	street fairs create traffic congestion, but that's just part of it	11/20/2016 5:17 PM
44	Limited parking availability; the four hour maximum; unlimited parking in the garages, should this be regulated?	11/20/2016 4:32 PM
45	Lack of; parking garage is always full and it is difficult to turn around once you are on the top.	11/20/2016 2:38 PM
46	No provision for the disabled.	11/20/2016 1:33 PM
47	No valet	11/20/2016 8:43 AM
48	It can be hard to find space on weekends	11/20/2016 7:11 AM
49	No enough parking spaces.	11/20/2016 6:53 AM
50	Street parking hard to find close to merchants	11/19/2016 11:19 PM
51	Not enough spaces. Need another parking deck	11/19/2016 9:28 PM
52	Not enough handicapped parking spaces, especially in the 2nd street parking garage and around the rotary.	11/19/2016 7:21 PM
53	More parking will be needed with other downtown improvements	11/19/2016 4:24 PM
54	Availability,	11/19/2016 3:03 PM
55	Too many people in too small of an area.	11/19/2016 1:35 PM
56	Churches do not have a place to park so they use every bodies else lot.	11/19/2016 12:23 PM
57	Lack of it	11/19/2016 11:42 AM
58	Security	11/19/2016 10:49 AM
59	Simply driving around. The volume of traffic is problematic.	11/19/2016 10:48 AM
60	There is lent enough of it. On court days, police and attorneys take up too much of the garage parking. I would gladly pay for a permanent or exclusive spot as a business owner and resident of DTF. Increasing tourists and shoppers are also a challenge. On the one hand, we need them. But, as a non-retail business owner, I really experience the squeeze because I can't find a space due to their presence. That's where I think paid parking would help.	11/19/2016 10:46 AM
61	Not being able to park facing forward in the parking garages.	11/19/2016 10:45 AM

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62	No indication parking garage is full	11/19/2016 10:37 AM
63	Between the hours of 11-2 is always a nightmare especially if I have to leave the office for an offsite meeting. When I return within those hours I typically have to drive around for a few minutes to find a parking spot or wait until one opens.	11/18/2016 5:09 PM
64	Not enough available spots.	11/17/2016 9:51 AM
65	People illegally parked, blocking spaces, driveways, etc.	11/17/2016 9:09 AM
66	When things are busy, pulling into one of the garages is a gamble. You may drive all the way to the top just to find there are no available spots, then try to figure out how to turn around and go all the way back down. Couldn't there be a sign that tells how many spots are available at the entrance?	11/17/2016 9:07 AM
67	Available spots	11/16/2016 2:26 PM
68	Availability and proximity	11/16/2016 1:59 PM
69	Garages are always full.	11/9/2016 6:15 PM
70	Not enough to spaces to park. More tourists coming in. Parking lots behind businesses are tight and hard to manuever through	11/5/2016 9:04 AM
71	Simply not enough parking spaces. Particularly during weekday lunch hours.	11/4/2016 2:27 PM
72	Security	11/4/2016 6:00 AM
73	Many of the lots and garages fill up in the morning around 9am by employees of the businesses. Street parking is very limited for customers and eating patrons.	11/3/2016 12:09 AM
74	I would not consider parellel parking!!!!	11/2/2016 8:55 PM
75	At certain times of the year, parking is hard to find at all.	11/2/2016 8:41 PM
76	Surface lots, when full, sometimes create traffic issues in the parking lot.	11/2/2016 7:58 PM
77	There isn't enough parking	11/2/2016 5:38 PM
78	People need to park in between the lines. Too many people go over the lines and are too close to the cars next to them.	11/2/2016 1:02 PM
79	You never know if the garage is full and drivers get frustrated waited for spots when there might be plenty further up. Electric signs indicating spots available would be great	11/2/2016 8:49 AM
80	Not enough spaces	11/2/2016 7:35 AM
81	Adding large complexes downtown without adequate roads and parking.	11/2/2016 6:48 AM
82	lack of parking availability during downtown events.	11/2/2016 6:38 AM
83	It needs more organization. Street parking is hard with traffic flow and in some streets parking squeezes the lanes of traffic. The parking garage becomes full and there is no way of knowing it and you get stuck in them with many fender benders occurring.	11/2/2016 5:10 AM
84	Not enough spaces at peak times. Parking garage conjestion when full	11/1/2016 10:59 PM
85	Not enough parking convenient to high traffic shopping and restaurants	11/1/2016 10:35 PM
86	Difficult to find spot midday during week	11/1/2016 10:17 PM
87	Too many people in Franklin	11/1/2016 10:01 PM
88	Closed roads and knowing when the parking garage is full.	11/1/2016 10:00 PM
89	I believe we as residents are outgrowing the parking garage on 4th Ave. It's the closest to the shops and on weekend-nights, it is very frustrating. During the week parking is a lot easier.	11/1/2016 9:59 PM
90	Availability and balancing that parking between downtown residents, those who work downtown, and those who want to dine/shop. You need options for them all (whether that is free or paid parking). My fear is that it's only going to get worse with Harpeth Square and other new developments. New developments downtown should be required to help with the parking issue.	11/1/2016 9:34 PM
91	Too many private lots that are never used.	11/1/2016 9:24 PM
92	Lack of spaces, obstructed views from many lots....especially 3rd Ave. No one understands how to parallel park and rarely provides space to someone who does.	11/1/2016 9:17 PM

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93	Mid-day can be tricky at times, parking garages fill up then it's every man for themselves	11/1/2016 9:05 PM
94	street spots are always full, garage is always full from court in the morning and is poorly designed, with cars having to turn around at the top.	11/1/2016 8:56 PM
95	Events or parades	11/1/2016 8:54 PM
96	Concerned about future growth making parking difficult	11/1/2016 8:52 PM
97	Special event days....pumpkinfest fir example	11/1/2016 7:58 PM
98	Bringing a hotel to the area.	11/1/2016 7:53 PM
99	Options during festivals	11/1/2016 7:02 PM
100	Parrallel parking is tough when people pull up right behind you.	11/1/2016 6:20 PM
101	No spaces	11/1/2016 5:50 PM
102	There is not enough parking spaces. Being a local I get aggravated because there is not enough parking because of all of the tourists.	11/1/2016 5:38 PM
103	Only crowded during event weekends	11/1/2016 5:33 PM
104	lack of spaces	11/1/2016 4:49 PM
105	So many people but that's not really a bad thing.	11/1/2016 4:40 PM
106	Event parking is tough at times.	11/1/2016 4:36 PM
107	No parking available at peak times. Traffic flow Traffic lights seem to bottleneck at Starbucks	11/1/2016 4:14 PM
108	special events bring large crowds	11/1/2016 3:25 PM
109	Availability	11/1/2016 2:59 PM
110	Keep 2 hour parking rule so employees don't take up retail spaces. Patrol these spots. Put in more parking garages.	11/1/2016 2:51 PM
111	I'm not a huge fan of street parking; a lot of times people will take up multiple places in parking lots	11/1/2016 2:49 PM
112	I tend to avoid festivals and weekends during busy times because parking will be difficult or impossible.	11/1/2016 2:21 PM
113	There is not enough parking to accommodate the influx of people particularly on the weekend.	11/1/2016 2:03 PM
114	People walking where they shouldn't.	11/1/2016 2:00 PM
115	Too many people in franklin now and not enough parking to accommodate	11/1/2016 1:57 PM
116	SPECIAL EVENTS - FESTIVALS	11/1/2016 1:52 PM
117	There isn't enough parking	11/1/2016 1:47 PM
118	parking for special events is a deterrent for attending	11/1/2016 1:36 PM
119	lack of spaces at times	11/1/2016 1:33 PM
120	When a festival is in town	11/1/2016 1:22 PM
121	Event parking	11/1/2016 12:57 PM
122	Parking is the worst during downtown festivals. I don't even try the parking garages anymore, since I might circle all the way to the top (taking way too much time), then find nothing. These days I just park several blocks away and walk it.	11/1/2016 12:54 PM
123	Lack of spots on weekends.	11/1/2016 12:43 PM
124	No Issues. Needs to remain free with increase development. Development needs to contribute to ensure we have adequate parking long term.	11/1/2016 12:24 PM
125	Not enough spaces.	11/1/2016 12:24 PM
126	Lame tickets for backing into a space in the garage with 4+ cameras on my truck and warning indicators. I'd rather park in the street since garage parking costs me \$11.	11/1/2016 12:14 PM
127	If parking garages are full it is a nightmare trying to get back out	11/1/2016 11:54 AM
128	Lots of 1 way parking lot entrances which is confusing Traffic makes street parking difficult	11/1/2016 11:54 AM
129	Lack of overflow parking for the great events.	11/1/2016 11:22 AM

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130	For special occasions it's horrendous.	11/1/2016 11:19 AM
131	Finding a spot	11/1/2016 11:18 AM
132	Mainly an issue when any type of festival is going on.	11/1/2016 11:15 AM
133	When all the spaces in the garage are filled, it is terribly difficult to get turned around when you get to the top. Usually a long line of cars behind me also trying to turn around.	11/1/2016 11:12 AM
134	Not enough spaces. Need another garage, or since Pinkerton park is on the list, need a regular, reliable means of transport. (light rail or trolley) between it and Downtown	11/1/2016 11:11 AM
135	Not enough disabled parking spots	11/1/2016 11:08 AM
136	sometimes event parking can be tuff and there are always events in DT Franklin	11/1/2016 11:08 AM
137	Trying to find spots near the Grey's side of Main Street	11/1/2016 11:05 AM
138	Parking so far from downtown is not appealing. When you have kids you don't want to walk to the moon.	11/1/2016 11:00 AM
139	lunchtime on weekdays, and event days	11/1/2016 10:59 AM
140	Special events are a nightmare. Lunchtime is occasionally difficult. 4th avenue garage needs a "full" or "x number of spots available" system with sign out front so that you don't go in the garage, drive all the way to the top, and then have to awkwardly turn around because there is no parking available.	11/1/2016 10:51 AM
141	Only issue is finding parking during large events.	11/1/2016 10:48 AM
142	Some areas aren't safe or easy to walk to or from. More and better sidewalks are needed.	11/1/2016 10:01 AM
143	Not enough spaces for lunch crowd	11/1/2016 9:51 AM
144	Availability	11/1/2016 9:28 AM
145	Need more parking	10/29/2016 7:47 PM
146	Right off the bat, you have different issue with parking depending on the time of day you are parking. This survey lacked times of day. What gives with that? How do you get any true results when you completely ignored "times?" First: Keep free parking during the week day shopping hours!! If you have to charge then charge for event parking in the garages, not the shoppers. Never charge the shoppers! SECOND: Here's a novel idea... why doesn't Franklin charge the people who use the courthouse?? They need to be paying! THIRD: Quit giving tickets for NOT parking within the white lines between the car in front and the car in back of you. Some people go over the line to park and then when you go to take an open parking space your own car is outside the lines sometimes and then you get the ticket, not the person who originally went over the line! So what, am I NOT suppose to take an open space if I have to park outside the ticketable white lines between the cars? PLEASE!! Great way to chase away all those tourist dollar and very bad impression to give to our visitors. FOURTH: Your questions do not allow for the time of day and the time of day makes a huge difference in considering if parking is available when I need it. Most of the time during the week, from mid morning to late afternoon it is hard to find parking. Especially from 11 till 2 pm - lunch hours. Before 9:00 or 9:30 am and after 5:30 or 6 pm parking is easier to find unless of course there are multiple events or dinners or shows happening on a particular evening.	10/24/2016 10:54 PM
147	Getting through the traffic both cars and pedestrians to access the parking facility.	10/24/2016 11:02 AM
148	Availability near destination	10/21/2016 1:23 PM
149	Driving to the top of 4th Avenue garage to do D zero spaces and trying to turn around with cars behind me.	10/20/2016 5:26 PM
150	Not an even distribution of parking across downtown and especially on Columbia Avenue	10/20/2016 9:43 AM
151	Very frustrating -not enough parking spaces	10/20/2016 12:29 AM
152	People can't stay within the white lines, which throws every space off... and the availability of spaces. However, I usually find a space fairly quickly.	10/19/2016 9:06 AM
153	None	10/18/2016 11:07 PM
154	Not enough parking spaces, or lots of empty private parking spaces.	10/18/2016 5:17 PM
155	Navigating around people that aren't familiar with the area. I think we should have more parking signs to help the flow of traffic. People just drive around in circles looking for parking. Maybe some sort of system or digital tracker that can display how many open spots are in the garage.	10/18/2016 1:05 PM
156	Not enough available parking for people that work in the downtown area.	10/18/2016 11:22 AM

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157	I don't think the judicial employees should park in the 4th ave garage. Their cars sit there all day. That spot should be for consumers and the families with kids who are supporting the local businesses. Could Judicial Employees park at 2nd ave and have a shuttle to work? Some days parking is plenty and others I can drive around for over 30min with no luck. Holidays are terrible for parking... esp that 4th ave lot... truly a TERRIBLE location for a courthouse - should have been on Columbia near the police station and not in thriving downtown...	10/18/2016 12:43 AM
158	Based on comments on the facebook page it seems a bunch of judicial employees are jealous that they don't have reserved spots in the 4th Ave garage like city employees have in 2nd. Ave. No real issues. If some people have an issue having to walk an extra block, the issue isn't the city, it's with them. Our parking is much more favorable than that of other cities. We do need to prepare for the impact the renovated building on the square and the hotel development will have. Mack Hatcher needs to be finished before the parking is addressed.	10/18/2016 12:21 AM
159	The Second Street garage next to the courthouse across from Puckett's is the closest to many of the shops and it's usually very full most of the time.	10/17/2016 9:37 PM
160	Disabled and safety	10/17/2016 5:05 PM
161	Availability for in and out parking if picking up something and not staying in the area. Also Not visibly posted about the no backing in for the garage.	10/17/2016 4:55 PM
162	Festival parking is a challenge and there will never be enough so we can't plan and build parking to accommodate large festivals; there is a shortage at times in the 4th Ave garage when court is in session;	10/17/2016 3:34 PM
163	Not enough parking	10/17/2016 1:21 PM
164	People who work downtown are unable to find parking after leaving at lunch. If you leave for lunch you will not find a parking place when you come back.	10/17/2016 1:13 PM
165	Parking is becoming a bigger issue with more businesses, visitors, residents, and a plan should be developed to stay ahead of the demand.	10/17/2016 12:59 PM
166	congestion of garages and availability of public parking	10/17/2016 12:58 PM
167	Not near enough parking for residents, workers, shoppers/people eating and visitors.	10/17/2016 12:58 PM
168	Not enough spaces!	10/17/2016 12:46 PM
169	Garages are always full. Street parking restricts the amount of time you can stay.	10/17/2016 12:16 PM
170	Parking garages are always full	10/17/2016 11:27 AM
171	Congested, odd intersections, confusing lanes, confusing signage,	10/17/2016 11:16 AM
172	It is really difficult to find parking during special events. Some areas are then used to charge drivers an exorbitant fee. Many times I have chosen to leave and not attend the event. In addition, in the many years I have lived here, I rarely find a parking space on the street.	10/17/2016 10:33 AM
173	Parking near the location I am trying to reach is usually unavailable and not worth the walk to it, especially for a short visit.	10/17/2016 10:31 AM
174	Always overcrowded	10/17/2016 9:49 AM
175	availability between 10 and 3. As someone that works here and has for 10 plus years, the parking has become horrible between the hours previously noted. It is impossible to leave for lunch or an appointment and find parking upon returning.	10/17/2016 9:24 AM
176	event parking	10/17/2016 9:23 AM
177	Will see you in court next month	10/17/2016 9:00 AM
178	Our awesome little town is growing...this I know, but I wish there was exclusive parking for the business side of things Monday - Friday 9-5, or something of the sort. Utilizing my lunch hour is becoming a hassle because I have to use 20 minutes to find a space after lunch. It's very frustrating when a stay at home mom gets out of her Mercedes dressed in tennis attire and bounces to the nearest eatery when i'm struggling to get back into the office so I can pay my mortgage.	10/17/2016 8:49 AM
179	Weekends can be a pain to find parking. Special events are really difficult. This summer week days have become harder to find parking in the middle of the day. No more development of apartments, etc without addressing parking will result in really pissed off residents who no longer support downtown businesses because we won't be able to park!	10/17/2016 8:45 AM
180	Not enough spaces.	10/17/2016 8:45 AM
181	Reserved parking	10/17/2016 8:41 AM

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182	Only issue is during festival events, thankfully the city offers the shuttle bus from the remote church lot like the People's Church.	10/17/2016 7:41 AM
183	That people do not know where to park even though there are signs.	10/17/2016 7:33 AM
184	Large events.	10/17/2016 7:04 AM
185	Needs to be more. As more people come to Franklin to visit, we need to make sure they have a place to park.	10/17/2016 6:34 AM
186	Accessibility for handicapped parking	10/17/2016 6:22 AM
187	Too many government vehicles in the parking garage. Also a reserved spot for the Director of Human Resources driving a cush Explorer! Great use of tax dollars.	10/17/2016 12:35 AM
188	The growth of attendance at festivals and the growing amount of folks that flood downtown on the weekends means awesome revenue for the area, but it also means we need to be ready to add parking where available, or we won't be able to sustain the likely continued growth to our area. It sounds like that's exactly what you are trying to determine-- serious kudos!	10/17/2016 12:20 AM
189	parallel parking on main is usually hard, parking garages are hard especially on weekends or special festivals	10/16/2016 11:49 PM
190	Not enough parking space. Too many cars.	10/16/2016 11:01 PM
191	Not enough parking! Almost daily, I have to park in 4 hour during my work day and so at 12:45, I have to drive around again and find a new spot to avoid a ticket. At that point, downtown is slammed with people doing lunch/shopping, making it difficult. Most days I use my lunch break to move my car instead of eat.	10/16/2016 10:26 PM
192	Slow to get into the parking garages sometimes.	10/16/2016 10:22 PM
193	Sometimes the parking garage I need to access the courthouse is full.	10/16/2016 10:21 PM
194	continued growth in the area	10/16/2016 10:01 PM
195	During events it is bad but we will take shuttles	10/16/2016 9:23 PM
196	Only time there is an issue is during special events.	10/16/2016 9:10 PM
197	Not enough availability during the day	10/16/2016 9:06 PM
198	As more people come to Downtown, parking will become more difficult.	10/16/2016 8:52 PM
199	Very crowded weekdays and weekends after 11 am.	10/16/2016 8:31 PM
200	Not enough spaces and on-street parking spaces are too narrow	10/16/2016 8:04 PM
201	Main Street can get very congested at times. Should consider restricting the hours of on-the-street parking.	10/16/2016 7:55 PM
202	It's small and when it's a busy day the area fills up quickly	10/16/2016 7:52 PM
203	It's frustrating to drive all the way to the top floor in the garage only to find no available spaces.	10/16/2016 7:40 PM
204	Parking space	10/16/2016 7:36 PM
205	Looking for a place and having to walk too far.	10/16/2016 7:31 PM
206	Lack of parking spaces due to the amount of people and visitors.	10/16/2016 7:12 PM
207	As an employee I should not be limited to how long I park on street.	10/16/2016 7:12 PM
208	Narrow side streets. Cars will sometimes partially park near/on the sidewalk.	10/16/2016 7:00 PM
209	not enough spaces	10/16/2016 6:55 PM
210	Parking in the main street area has become seemingly impossible during the afternoon. Even the parking garage is full most afternoons.	10/16/2016 6:47 PM
211	Availability.	10/16/2016 6:45 PM
212	It's almost to the point where it's best if I do not leave for lunch to get errands done. I spend 15-20 minutes of my lunch hour trying to find a parking spot...sometimes it feels as if I'm the only one that works in this town.	10/16/2016 6:42 PM
213	Availability	10/16/2016 6:41 PM
214	Only a couple garages. Parking on the street is a terrible eye sore.	10/16/2016 6:28 PM
215	It's hard to know when a garage is full & turning around can be complicated	10/16/2016 6:27 PM

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216	Those who work downtown seem to get there early and take all the spaces in close proximity to shopping , according to shop owners.	10/16/2016 6:27 PM
217	Not enough spaces	10/16/2016 6:26 PM
218	Business owners and employees should have their own parking area so that customers can more easily find parking. They can park in parking garage and/or other designated areas. Save on street parking for customers.	10/16/2016 6:22 PM
219	Lack of spaces in business area. On street parking should turn over more frequently.	10/16/2016 6:19 PM
220	Increasing population in Franklin is causing more traffic to the downtown area.	10/16/2016 6:18 PM
221	Two lane roads with LOTS of traffic & traffic lights	10/16/2016 6:15 PM
222	Not enough of it.	10/16/2016 6:14 PM
223	Public garages fill up quickly in the mornings, and it's difficult to turn around at the top of the garage if no spaces are available. Also, those of us who work in downtown have to go to lunch within walking distance (which is slow and expensive) because if we drive to lunch (e.g. Cool Springs) all parking is full when we return.	10/16/2016 2:13 PM
224	Combine Downtown Visitors, Employees, and people attending court and that garage fills up quickly.	10/15/2016 11:40 PM
225	Crowded garages	10/15/2016 7:58 PM
226	Not enough handicapped spaces	10/15/2016 5:12 PM
227	Difficult on event days. Easy on standard days.	10/15/2016 1:57 PM
228	At first, it was Not enough parking for special events (Main Street Festival, Pumpkinfest). Now it is increasingly difficult to find parking on a regular Saturday for dinner.	10/15/2016 1:49 PM
229	Parking availability on Saturdays due to tourist traffic.	10/15/2016 12:59 PM
230	Sometimes it is inexplicably impossible to find a parking spot in the 4th ave garage. That's pretty frustrating.	10/15/2016 9:21 AM
231	We always use 4th Ave, like everyone else. I'm not sure I knew about the 2nd Ave garage.	10/15/2016 3:53 AM
232	Too many people, not enough spaces, not a lot of options.	10/15/2016 2:33 AM
233	If we're having a festival there is absolutely no where to park so why even have a event with no parking? It's ridiculous	10/15/2016 1:11 AM
234	Security	10/15/2016 12:33 AM
235	More and more people and businesses with no new parking options	10/14/2016 10:30 PM
236	Busiest time of day 11am-2pm so I try to avoid area then	10/14/2016 9:31 PM
237	When there are large events parking is a nightmare especially with cars not knowing where they are going g	10/14/2016 9:20 PM
238	The parking garage has frequently been full, but there's no way to know until you're stuck in a line at the top.	10/14/2016 9:16 PM
239	The parking lot beside 4th Ave church and the parking garages are usually usually full. I try not to have to park in downtown during peak hours.	10/14/2016 9:02 PM
240	Not enough areas to find a parking spot	10/14/2016 8:58 PM
241	Not enough	10/14/2016 8:35 PM
242	Lack of parking during the tourist season.	10/14/2016 8:32 PM
243	The garages get full quickly with not much turnover.	10/14/2016 8:31 PM
244	Tall curbs on Church St.	10/14/2016 8:18 PM
245	4	10/14/2016 8:15 PM
246	Parking Garage fills up fast	10/14/2016 7:35 PM
247	There is so much "reserved" parking behind Main Street that isn't even used. Too few options to park.	10/14/2016 6:56 PM
248	Traffic, if you are backing out of a spot it is a little scary.	10/14/2016 6:21 PM
249	Employees take up ALL of the spaces close to restaurants.	10/14/2016 5:55 PM
250	Free parking garage has no sign of full; difficult turn around at the top. Not enough spots available on street/lot	10/14/2016 5:40 PM
251	Accessible parking close to restaurants.	10/14/2016 5:13 PM
252	Too many people.	10/14/2016 5:05 PM

Downtown Parking Study

253	Weekends are difficult. Festivals are terrible	10/14/2016 4:56 PM
254	not enough parking convient to businesses. Employees keep parking in all the surface lots and with a mobility challenged family member, we just don't go (even with a handicap sticker).	10/14/2016 4:54 PM
255	Need to arrive early for lunch/dinner at the 4th St lot.	10/14/2016 3:51 PM
256	Congestion! Get rid of street parking and do 4 lanes to move people through faster!	10/14/2016 3:50 PM
257	Available spaces during prime times	10/14/2016 3:36 PM
258	No space and garage doesn't indicate space available	10/14/2016 3:23 PM
259	I work in the area...park before spaces become limited	10/14/2016 2:54 PM
260	Not enough spots	10/14/2016 2:34 PM
261	Tourists	10/14/2016 2:30 PM
262	Not enough parking spaces for everything downtown.	10/14/2016 2:26 PM
263	Parking garage is always filled. Can you install smart parking devices that let driver know how many spaces re available or if garage is full. Like Nashville does.	10/14/2016 2:25 PM
264	No available spaces	10/14/2016 2:22 PM
265	Free parking encourages people to drive alone	10/14/2016 2:18 PM
266	Tough when popular events are happening. Pumpkin fest, Main Street fest. Etc	10/14/2016 1:00 PM
267	Parking garage full	10/14/2016 12:58 PM
268	Time. I live 10 min from downtown Franklin. I have to plan on 10-15 min to find parking.	10/14/2016 11:49 AM
269	Not enough spaces n garages, poorly laid out. Need sign saying if garage is full. Tour buses taking spaces.	10/14/2016 11:47 AM

Downtown Parking Study

Q16 What are the best aspects of parking in the Downtown Study Area?

Answered: 248 Skipped: 194

#	Responses	Date
1	Once the parking structure was built across from St Phillips Catholic Church, it has been wonderful.	12/13/2016 3:59 PM
2	It's free and convenient.	12/12/2016 8:46 AM
3	Safe, secure parking areas week lit	12/10/2016 6:37 AM
4	none are paid, all parking is free, and should be	12/9/2016 1:09 PM
5	Free parking although the allowed time is to long.	12/6/2016 9:08 AM
6	Parking garages are free and generally available. Can be a bit of a walk from destination but usually manageable.	12/6/2016 7:42 AM
7	Free for four hours.	12/5/2016 9:08 PM
8	I am proud of the parking garages. Would be great to have one behind Starbucks.	12/5/2016 3:18 PM
9	The two parking garages are well used and attractive. But, we need more. As long as you have a vibrant downtown with commercial and retail uses, you need parking and lots of easy to access parking!	12/5/2016 2:58 PM
10	One area is conveniently close to my office.	12/5/2016 2:36 PM
11	proximity.	12/5/2016 2:31 PM
12	Downtown Franklin is really cool and we're glad to be there, except for the parking, LOL	12/5/2016 1:09 PM
13	That there is a hope of getting a parking garage on the Fifth Ave. side of town. It is sad that there is no all day parking there and the property owners lose out on tenants for that reason.	12/5/2016 10:18 AM
14	The Free parking. I hate meters, and don't think all parking has to be for profit. accommodating people is a public function, in my view.	12/5/2016 10:11 AM
15	free on-street parking	12/5/2016 10:07 AM
16	It is usually available and convenient.	12/5/2016 9:26 AM
17	for the most part there is ample parking	12/5/2016 8:55 AM
18	These are good problems to have. Vibrant downtown with flourishing businesses.	12/5/2016 8:52 AM
19	Free parking	12/5/2016 7:56 AM
20	Garages are convenient	12/5/2016 7:35 AM
21	Current availability.	12/4/2016 11:13 PM
22	It is close enough after you've been driving around looking for a spot for a while :)	12/2/2016 10:59 PM
23	Close to businesses.	12/2/2016 9:43 PM
24	There is parking that is convenient. Such as, 2nd Ave. Garage, 4th Ave. Garage, and the lot behind Starbucks, However these can fill quickly in the evenings and during events of course.	12/2/2016 9:35 AM
25	Parking garages are really convenient, and I appreciate the abundance of free parking.	12/1/2016 1:40 PM
26	Free, reasonable time limits.	12/1/2016 12:03 PM
27	having lived here for 25 years you just tend to know where to park.	12/1/2016 11:36 AM
28	Like the parking garages	11/30/2016 3:47 PM
29	Access to all of the shops and restaurants	11/30/2016 1:22 PM
30	Proximity to downtown , additional public transportation offered for most big special events	11/29/2016 9:46 PM
31	It's free. What a great difference from other downtowns, you don't have to try to figure out where and when you can park based on regulations. When I bring visitors to downtown they are usually impressed that you can park anywhere and comment that it makes Franklin special.	11/28/2016 5:34 PM

Downtown Parking Study

32	Parking close to where you want to be and feeling safe walking around.	11/28/2016 12:13 PM
33	Parking is free. Which is unreal for a vibrant downtown like Franklin.	11/21/2016 5:35 PM
34	parking garage	11/21/2016 12:49 PM
35	free	11/21/2016 10:40 AM
36	Free parking -visitors love it	11/21/2016 8:56 AM
37	Free parking	11/20/2016 9:10 PM
38	I believe that having free parking is extremely important, allowing easy accessibility to downtown merchants and therefore maintaining the thriving economy in downtown Franklin. I believe it also adds to the overall enjoyable feeling that visitors have towards our charming, friendly town.	11/20/2016 7:38 PM
39	When I come downtown early enough in the morning, I find a parking spot very easily on the street which is my preference.	11/20/2016 6:47 PM
40	They are close to the downtown area.	11/20/2016 6:37 PM
41	free garages and on-street parking	11/20/2016 5:17 PM
42	parking is near shops and restaurants	11/20/2016 4:32 PM
43	Business is good!	11/20/2016 2:38 PM
44	I enjoy our Downtown.	11/20/2016 1:33 PM
45	On street	11/20/2016 8:43 AM
46	That parking is free. Many times I have to go downtown for less than an hour. If I had to pay a minimum rate to park it would significantly affect how I feel about living in Franklin.	11/20/2016 7:11 AM
47	Love the garage	11/19/2016 11:19 PM
48	Free, easy access, free, close to retail, free	11/19/2016 9:28 PM
49	That the parking in the garages and on the streets is free. Most cities you have to pay to park.	11/19/2016 7:21 PM
50	Free!	11/19/2016 4:24 PM
51	None	11/19/2016 1:35 PM
52	Food shopping.	11/19/2016 12:23 PM
53	It's free!	11/19/2016 12:01 PM
54	Free parking garages	11/19/2016 10:49 AM
55	Aside from major events I can usually find free parking.	11/19/2016 10:48 AM
56	Sorry guys, none. It's maddening.	11/19/2016 10:46 AM
57	The free parking garage. Love its location and that it's free!	11/19/2016 10:46 AM
58	Availability	11/19/2016 10:45 AM
59	Finding the lucky spot on main street	11/19/2016 10:37 AM
60	FREE and safe. My car has never gotten vandalized or been broken into.	11/18/2016 5:09 PM
61	Being able to continue offering free parking is extremely helpful.	11/18/2016 9:17 AM
62	Its Free!!!	11/17/2016 9:51 AM
63	The free 4-hour spots are great for short term, but the free all day spots further away are great for when I'm working.	11/17/2016 9:09 AM
64	That it's free!	11/17/2016 9:07 AM
65	convenience	11/16/2016 2:26 PM
66	Most spots are free parking.	11/4/2016 2:27 PM
67	Clean, and well kept	11/4/2016 6:00 AM
68	It's free, when you can find a spot...	11/3/2016 12:09 AM
69	It's a small area	11/2/2016 8:55 PM

Downtown Parking Study

70	Most of the time I have been able to find a spot wherever my destination is.	11/2/2016 8:41 PM
71	Most of the time, there are not very many issues other than elevated numbers on weekends and special events.	11/2/2016 7:58 PM
72	ample amounts of free parking	11/2/2016 2:27 PM
73	garage parking	11/2/2016 8:49 AM
74	Free	11/2/2016 7:35 AM
75	city parking garages	11/2/2016 6:38 AM
76	Convenience to desired location and free	11/2/2016 1:45 AM
77	Free and generally accessable	11/2/2016 12:15 AM
78	Not to far to walk and Free (don't have too worry about watching meter time)	11/1/2016 10:59 PM
79	There IS enough parking overall, but sometimes it can be a hike from a garage to where I want to be. I drive around trying to find something more convenient than the garage.	11/1/2016 10:35 PM
80	Free	11/1/2016 10:17 PM
81	Closer to destination	11/1/2016 10:01 PM
82	Freearking in the 4th st garage.	11/1/2016 10:00 PM
83	I like all the spots on the street. A lot of side streets are just as close and easy to get to from main street. And the street parking is better than dealing with a crowded parking garage.	11/1/2016 9:59 PM
84	I love the free parking garage. I never have a problem finding a spot. If there is an event downtown where the streets are blocked, street parking is always available. I don't mind walking a few blocks to enjoy a festival.	11/1/2016 9:57 PM
85	The fact there are two FREE parking garages downtown is great. Truly great. That still amazes me actually.	11/1/2016 9:34 PM
86	The parking garage when there isn't a special event going on.	11/1/2016 9:24 PM
87	IF you find a spot, it can be quite convenient.	11/1/2016 9:17 PM
88	4th ave parking garage	11/1/2016 9:05 PM
89	safety	11/1/2016 8:56 PM
90	Sometimes difficult to park large vehicles.	11/1/2016 8:54 PM
91	We visit Franklin weekly. Luckily we know the places to look for parking, that are not the most popular. We don't mind walking from a little further away. We don't search out the front spaces.	11/1/2016 8:47 PM
92	Free !!!!!	11/1/2016 7:58 PM
93	Close to everything I was to do	11/1/2016 7:02 PM
94	Close to all stores.	11/1/2016 6:20 PM
95	None	11/1/2016 5:50 PM
96	We need another parking garage.	11/1/2016 5:38 PM
97	Free and convenient	11/1/2016 5:33 PM
98	none	11/1/2016 4:49 PM
99	The really great free parking garages! I have to say I love them :)	11/1/2016 4:40 PM
100	The garages	11/1/2016 4:36 PM
101	Free garage	11/1/2016 4:14 PM
102	lots of on street parking and adequate sidewalks	11/1/2016 3:25 PM
103	Parking garage	11/1/2016 2:59 PM
104	2 hour limit keeps the spaces open and available.	11/1/2016 2:51 PM
105	The free parking	11/1/2016 2:49 PM
106	If I come at the right time I can park on the street.	11/1/2016 2:21 PM
107	None	11/1/2016 2:03 PM

Downtown Parking Study

108	General availability / walk-ability.	11/1/2016 2:00 PM
109	Close to retail/restaurants	11/1/2016 1:57 PM
110	It's free	11/1/2016 1:47 PM
111	free parking garages	11/1/2016 1:36 PM
112	convenience	11/1/2016 1:33 PM
113	Free, easy access, within walking distance to downtown	11/1/2016 1:22 PM
114	Free	11/1/2016 12:57 PM
115	All the parking is free! If it cost, I don't think I would go downtown nearly as often. Cost is a major reason I don't travel to downtown Nashville.	11/1/2016 12:54 PM
116	Convenience.	11/1/2016 12:43 PM
117	Free Parking	11/1/2016 12:24 PM
118	Free, convenient.	11/1/2016 12:24 PM
119	You care!	11/1/2016 12:14 PM
120	Free garages	11/1/2016 11:54 AM
121	It's a small area so if you give yourself time it's never a difficult walk to your destination.	11/1/2016 11:54 AM
122	Ease. Security. Cost.	11/1/2016 11:22 AM
123	The garages are convenient and have more spaces	11/1/2016 11:19 AM
124	The area is not too huge	11/1/2016 11:18 AM
125	the parking garage, couldn't live without it!	11/1/2016 11:15 AM
126	I try to get downtown early, before 9:00 am in order to get a spot.	11/1/2016 11:12 AM
127	Close to where I am going is the most important, and then cost during festivals.	11/1/2016 11:11 AM
128	Identifying needs of our small town	11/1/2016 11:08 AM
129	no cost convenience	11/1/2016 11:08 AM
130	4th Street Garage with access to Pucketts/55 South	11/1/2016 11:05 AM
131	You guys are trying to make it great.	11/1/2016 11:00 AM
132	free	11/1/2016 10:59 AM
133	Everything is close by and almost everything is free!	11/1/2016 10:51 AM
134	It's all free	11/1/2016 10:48 AM
135	Free garages	11/1/2016 10:06 AM
136	Like the garages. Should be some app or website to help find open spaces.	11/1/2016 10:01 AM
137	It is free - I don't go into Nashville anymore due to the parking costs	11/1/2016 9:51 AM
138	Safe	11/1/2016 9:28 AM
139	You have garages	10/29/2016 7:47 PM
140	Parking is close to everything, good for quick stops by residents who want shop or eat. I like on street parking and also that Franklin has not closed down any streets to make a walking mall, which is a very bad idea- it would kill downtown.	10/24/2016 10:54 PM
141	Garage is free. Until you get a ticket for backing in. (Which is the safest)	10/24/2016 8:38 PM
142	Proximity to the locations I need to be.	10/24/2016 11:02 AM
143	Multiple locations	10/21/2016 1:23 PM
144	The best part is the City of Franklin welcomes visitors and provides abundant free parking with generous time limits. I appreciate that the City of Franklin does not exploit the visitors to the area by charging fees or using metered parking.	10/20/2016 5:26 PM
145	When it's good ~ it's good!!	10/20/2016 12:29 AM
146	Location!	10/19/2016 9:06 AM

Downtown Parking Study

147	Close to everything	10/18/2016 5:17 PM
148	I think we have a good amount of options.	10/18/2016 1:05 PM
149	None	10/18/2016 11:22 AM
150	It's pretty damn easy. And free	10/18/2016 12:21 AM
151	I love to walk anyway all around so I am always fine	10/17/2016 9:58 PM
152	I never feel unsafe. The area is always clean. Downtown is always well kept and presentable.	10/17/2016 9:37 PM
153	Parallel parking spots	10/17/2016 4:55 PM
154	Free garages that usually have available spaces	10/17/2016 3:34 PM
155	Close to work	10/17/2016 1:21 PM
156	Generally safe.	10/17/2016 1:13 PM
157	Don't really understand the question. Parking is nice, but critical downtown to the viability of the local businesses.	10/17/2016 12:59 PM
158	Secure. Mainly due to it being Franklin but I always feel safe.	10/17/2016 12:58 PM
159	None	10/17/2016 12:46 PM
160	The garages are very nice, if you can find a spot. Conveniently located.	10/17/2016 12:16 PM
161	Close to everything	10/17/2016 11:27 AM
162	None	10/17/2016 11:16 AM
163	Proximity to shops, dining, recreation	10/17/2016 10:33 AM
164	There are 2 parking garages	10/17/2016 10:31 AM
165	None	10/17/2016 9:49 AM
166	proximity to where I'm going	10/17/2016 9:23 AM
167	It makes it easy for being close to work	10/17/2016 9:00 AM
168	It's lovely first thing in the morning on weekdays! :)	10/17/2016 8:49 AM
169	Ease of getting to restaurants and businesses.	10/17/2016 8:45 AM
170	Free	10/17/2016 8:41 AM
171	The garages are so convenient, close and free.	10/17/2016 7:41 AM
172	It's free, and everything is close.	10/17/2016 7:33 AM
173	Most parking is less than a block or two from destination	10/17/2016 7:04 AM
174	Franklin is still small enough that you can walk to just about anything.	10/17/2016 6:34 AM
175	It's free. There is parking available close to the locations I want to go.	10/17/2016 1:16 AM
176	The cost! The free parking garages brought us downtown even when our family didn't live in Franklin years ago! It significantly cuts the cost of an evening out, which allows families and visitors to better support the local restaurants and shops, as well as afford babysitters, childcare, etc. for more nights out in our sweet city. We have always appreciated our City's commitment to maintain clean, safe, and free parking garages. Thank you, City of Franklin!	10/17/2016 12:20 AM
177	i like to park in the garages. I especially like the one by the court house as it is very convenient to everything.	10/16/2016 11:49 PM
178	Nothing.	10/16/2016 10:26 PM
179	Generally free and unhurried.	10/16/2016 10:22 PM
180	Free parking in the parking garage.	10/16/2016 10:21 PM
181	it's free	10/16/2016 10:01 PM
182	It's free!	10/16/2016 9:10 PM
183	Free parking	10/16/2016 8:52 PM
184	The garages are nice when available	10/16/2016 8:31 PM
185	It is great to have free parking, and easy to find in general.	10/16/2016 7:55 PM

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186	Close to main street	10/16/2016 7:44 PM
187	I feel like I won the lottery when I find a spot on Main Street.	10/16/2016 7:40 PM
188	I appreciate the free parking in the garage.	10/16/2016 7:37 PM
189	Opportunity to improve are good	10/16/2016 7:36 PM
190	There really isn't one.	10/16/2016 7:12 PM
191	Free parking!	10/16/2016 7:00 PM
192	the garages are pretty close - but usually full	10/16/2016 6:55 PM
193	When spots are available, it is very convenient to be centrally located in downtown Franklin.	10/16/2016 6:47 PM
194	The garage.	10/16/2016 6:45 PM
195	First thing in the morning you can get a space easily.	10/16/2016 6:42 PM
196	Free!!!	10/16/2016 6:31 PM
197	A garage.	10/16/2016 6:28 PM
198	Unless there is a festival, it's usually not hard to find a spot	10/16/2016 6:27 PM
199	We know we need parking and it would help to have another parking garage between 4th And 5th ave. north. Surely the study will suggest this!	10/16/2016 6:27 PM
200	Free parking	10/16/2016 6:26 PM
201	If you can find a parking space, -access to stores and restaurants.	10/16/2016 6:22 PM
202	Free	10/16/2016 6:19 PM
203	Free public parking garages. Please don't make us pay to park!	10/16/2016 6:18 PM
204	Close to work.	10/16/2016 2:13 PM
205	Free garages	10/15/2016 7:58 PM
206	Should be close to your destination	10/15/2016 5:12 PM
207	Parking garages are usually available.	10/15/2016 1:57 PM
208	It is free. Please keep it that way.	10/15/2016 1:49 PM
209	On Sundays there is more space availability because you can park at the post office	10/15/2016 12:59 PM
210	I LOVE that it's free, and I probably wouldn't come to shop and eat as often if it were pay-for.	10/15/2016 9:21 AM
211	Free	10/15/2016 3:53 AM
212	Most places you can find a spot are not unreasonable distances to Main Street. It's just inconvenient.	10/15/2016 2:33 AM
213	Need spaces or no events or festivals	10/15/2016 1:11 AM
214	Great businesses	10/15/2016 12:33 AM
215	Free parking. It is a major draw to Franklin. If I have to run to the office for something or even working a full day, I don't want to have to pay the same amount or even pay at all just to park.	10/14/2016 10:30 PM
216	It works pretty well now. For the future, safety is most important.	10/14/2016 10:15 PM
217	Free parking garage	10/14/2016 9:31 PM
218	The garages	10/14/2016 9:20 PM
219	Free!	10/14/2016 9:16 PM
220	If I can find a spot, it's usually in close proximity to the places I need to go.	10/14/2016 9:02 PM
221	You are in close proximity to most of Downtown Franklin.	10/14/2016 8:58 PM
222	free! PLEASE DON'T CHANGE THAT!!!!	10/14/2016 8:35 PM
223	4 hour free parking.	10/14/2016 8:32 PM
224	Free parking!	10/14/2016 8:31 PM

Downtown Parking Study

225	4 hour on street parking is too long	10/14/2016 8:15 PM
226	Free and availability	10/14/2016 7:50 PM
227	There are a couple choices	10/14/2016 7:35 PM
228	The garage usually helps, but it seems like it is full too often now.	10/14/2016 6:56 PM
229	Proximity	10/14/2016 6:21 PM
230	There are none!	10/14/2016 5:55 PM
231	Free parking garage is free!	10/14/2016 5:40 PM
232	Being close to restaurants and shopping.	10/14/2016 5:13 PM
233	Getting lucky.	10/14/2016 5:05 PM
234	Free parking	10/14/2016 4:56 PM
235	Access to free parking.	10/14/2016 4:31 PM
236	free parking. We love downtown franklin. We eat and run errands in the downtown core daily (not just on the weekends when there are tourists!). We choose to spend money on main street instead of Cool Springs. We would hate to see valet become a part of main street.	10/14/2016 4:25 PM
237	Love the parking structures and free parking. Encourages me to visit often.	10/14/2016 3:51 PM
238	I generally pick the garage because there is usually availability there. But weekends are TERRIBLE!	10/14/2016 3:50 PM
239	Close to destination	10/14/2016 3:36 PM
240	Close to some stores restaurants	10/14/2016 2:34 PM
241	Moves along	10/14/2016 2:30 PM
242	4th Ave Parking Garage	10/14/2016 2:26 PM
243	Free	10/14/2016 2:25 PM
244	Would be convinient.	10/14/2016 2:22 PM
245	Free and safe	10/14/2016 1:08 PM
246	Different choices	10/14/2016 12:58 PM
247	Street parking is usually fairly easy to find.	10/14/2016 12:50 PM
248	If you're willing to be patient, you can usually find a spot in reasonable proximity to your destination.	10/14/2016 11:49 AM

Downtown Parking Study

Q17 Do you have any other comments to add about parking in the Downtown Study Area?

Answered: 164 Skipped: 278

#	Responses	Date
1	Keep it free. If you start trying to generate revenue, we won't come downtown anymore.	12/12/2016 8:46 AM
2	Would be nice to keep free parking.	12/10/2016 6:37 AM
3	We should be planning for immediate needs and for the new future.	12/6/2016 9:08 AM
4	More parking garage space would make street parking unnecessary.	12/6/2016 7:42 AM
5	Build a garage behind the Five Points Building.	12/5/2016 9:08 PM
6	Please look at the Aspen CO system. It is great and very similar to Franklin. Mix of retail, businesses, and employees	12/5/2016 3:18 PM
7	The City has had parking studies done in the past, I have a copy of one done maybe 15 yrs ago. It was a great concern then. The 5 Points area was a top priority at that time and still is. There is no good parking solutions for that end of the City.	12/5/2016 2:58 PM
8	There needs to be provided parking for people who work in the area. 4 hour, limited parking is a huge inconvenience and tickets are expensive if you are in meetings and cannot move your car.	12/5/2016 2:36 PM
9	Please.....talk to the 4th Avenue Church of Christ about purchasing that lot for a parking garage that is desperately needed on that side of DTF.	12/5/2016 10:18 AM
10	The City will have to come to grips with adding more parking near the center of downtown. Walking should not exceed three blocks, or it is not effective. Consider another garage, infill.	12/5/2016 10:11 AM
11	charge for garages; shorten parking times on streets	12/5/2016 10:07 AM
12	Parking needs to be weighted against traffic congestion problems and opportunities for working people to live near their work place to reduce congestion and the need for more parking facilities.	12/5/2016 9:26 AM
13	I believe that we have to plan parking into new building structures - subterranean parking	12/5/2016 8:55 AM
14	Recommend that the City build structured parking as needed and have attached bathroom facilities that can support local shopping and events.	12/5/2016 8:52 AM
15	We need more parking garages.	12/5/2016 7:56 AM
16	Tear down city hall, move it. build a free garage.	12/5/2016 4:32 AM
17	I Have been coming to downtown Franklin for 20 years. In the last year it has truly become an issue, and sadly I am not frequenting the stores as often. I will be sad to see Franklin give up what makes it special in pursuit of progress.	12/2/2016 10:59 PM
18	I had to park in a DO NOT PARK "TOW AWAY ZONE " ! Residents & business only !	12/2/2016 9:43 PM
19	I would be very disappointed to see parking meters show up in downtown!	12/1/2016 12:03 PM
20	Hoping the availability of parking will match the new development -- right now it seems like it will just get worse....{	11/30/2016 1:22 PM
21	Keep it free. Yes there are peak hours that may require a person to park a couple blocks away from their destination but don't let the fat and lazy that insist on parking directly in front of their destination's door spoil the charm of our downtown. Plus the sides streets are nice to walk down.	11/28/2016 5:34 PM
22	A funding mechanism is needed to assist with constructing additional parking structures as the downtown and City grows. i.e. Parking Authority.	11/21/2016 5:35 PM
23	parking garages need wider spaces	11/21/2016 12:49 PM
24	No	11/21/2016 8:56 AM
25	No matter what, keep the parking free!	11/20/2016 7:38 PM
26	No.	11/20/2016 6:37 PM
27	would you consider charging a minimum fee for parking?	11/20/2016 4:32 PM

Downtown Parking Study

28	Keep it free	11/19/2016 9:28 PM
29	Not at this time.	11/19/2016 7:21 PM
30	i live nearby, during the week is usually not a problem , on the weekend can be more difficult . at festivals i think it's a reasonable expectation to plan on parking a distance and walking.	11/19/2016 4:46 PM
31	Suggest targeting the corner of 5th Avenue and 96W (Bank of America) in case this property becomes available. For another parking garage.	11/19/2016 3:03 PM
32	We need bike areas to lock up bikes in the downtown area.	11/19/2016 12:23 PM
33	Please no valet parking!	11/19/2016 10:49 AM
34	The city should look at leasing parking in the empty lots near the river.	11/19/2016 10:48 AM
35	I often park illegally in the Generations lot because there are always spaces available. I wonder if lots like his could be turned in paid options for workers and business owners, with the churches getting the revenue. I'd happily pay a couple hundred dollars a month for a guaranteed spot. Seems win-win to me.	11/19/2016 10:46 AM
36	I love franklin	11/19/2016 10:37 AM
37	I would love it if the city created employee parking areas or a lot. Even if it was further away and employees could shuttle into the downtown area, that would be great.	11/18/2016 5:09 PM
38	The parking attendant could be nicer and not mark cars while people are still sitting in their vehicle. Also, the head-in parking signs are hard to read because you are looking around trying not to hit people walking around. If you are going to inforcebit you should have more signs posted.	11/17/2016 9:51 AM
39	Free is great for visitors! It would be awesome if people who worked downtown could park further away and get a free shuttle (similar to the Titans stadium parking in Nashville). This would allow for more traffic in downtown businesses.	11/17/2016 9:09 AM
40	City employees use many of the spaces. As more visitors come to town there is less parking for residents.	11/9/2016 6:15 PM
41	Another parking garage would be nice, maybe over in the dead and decaying H H Hills mall on Columbia.	11/4/2016 6:00 AM
42	4th Ave garage is very awkward to turn around, so you drive all the way to the top, realize there are no free spots and then you are kind of stuck, especially if other cars are behind you.	11/3/2016 12:09 AM
43	No	11/2/2016 8:55 PM
44	If the parking garages were expanded in some way, it would make the situation easier when desired.	11/2/2016 8:41 PM
45	Keep up the good work.	11/2/2016 7:58 PM
46	Either get more parking or shuttle service from other areas	11/2/2016 5:38 PM
47	If you made the garages into fee parking i would come down town less	11/2/2016 2:27 PM
48	why don't the churches allow parking when their lots are not in use by the church?	11/2/2016 8:49 AM
49	I enjoy parking at Harlinsdale and riding the trolley in for events - I hope when my daughter gets older we will be able to our bikes in	11/2/2016 7:55 AM
50	It would be nice to have a parking garage west of MAin Street similar to 4th Ave in size.	11/2/2016 12:15 AM
51	Appreciate you trying to improve the downtown area!	11/1/2016 10:59 PM
52	PLEASE don't put in meters and charge for parking. Free parking is one of the major things that gives Downtown Franklin its charm.	11/1/2016 10:35 PM
53	I like that the garages are free, streets are free - overall I do not generally have a hard time with parking. The big issue is Friday and Saturday nights. Downtown is a zoo at those times and people become agitated quickly.	11/1/2016 9:59 PM
54	I would love public transportation options	11/1/2016 9:57 PM
55	Thank you for conducting this survey. It shows me that our leaders are aware and concerned about this issue. Please find a way, with new development coming, to keep free parking part of the charm of downtown Franklin.	11/1/2016 9:34 PM
56	City should encourage business owners to open up their private spaces for special event parking. No one in their right mind is traveling to specifically shop at their store during Pumpkin Fest or any other event. So the "for customers only" lots take up valuable space. Parking during special events has turned me off from attending too many more.	11/1/2016 9:24 PM
57	Too many police cars in the garage on court days	11/1/2016 9:17 PM
58	Even if you can get a spot, ingress from the north and east is too limited. Need more ways to get into downtown besides Franklin Rd and Hwy 96.	11/1/2016 8:56 PM

Downtown Parking Study

59	Putting on large parking garges would change charm of downtown. If city is considering this I hope they don't take away aesthetics.	11/1/2016 8:54 PM
60	We have seen Franklins popularity grow. With that comes congestion and parking difficulty.	11/1/2016 8:47 PM
61	Put in sidewalks / walking & biking paths from downtown to Mack Hatcher to facilitate biking and walking into downtown. This is a major gap in accessibility.	11/1/2016 8:26 PM
62	The biggest problem downtown has it traffic on Main St, not parking.	11/1/2016 7:16 PM
63	We need more parking garages	11/1/2016 5:50 PM
64	There is not enough parking to accommodate everyone.	11/1/2016 5:38 PM
65	Please do away with the parking enforcement folks. people should not be given a ticket if they come to our city to spend money at our shops.	11/1/2016 4:49 PM
66	Create more/better mass transit options	11/1/2016 4:10 PM
67	Wish the garages were not front entry only. I often back in so that I can worry less about backing into pedestrians or other cars exiting.	11/1/2016 3:25 PM
68	More parking garages. Worried about boutique hotel and rooftop restaurant eating up retail and worship spaces.	11/1/2016 2:51 PM
69	Can some of the reserved parking spaces in the list be opened on the weekends or at night?	11/1/2016 2:21 PM
70	Put a sidewalk from the factory to downtown	11/1/2016 2:20 PM
71	I live in meadowview and work at Animal Control. If I need to visit any business downtown, I just walk. Or I just drive through and go somewhere else. I've been in this area 13 years and there are restaurants I've never been to because of the parking.	11/1/2016 2:19 PM
72	I love the small town feel of downtown franklin and although parking is sometimes an issue, I wouldn't like to see many big parking garages that would take away from the charm	11/1/2016 1:57 PM
73	I do not like the idea of having valet to occupy set parking spots and back up traffic	11/1/2016 1:22 PM
74	A new and larger parking garage needs to be built.	11/1/2016 12:24 PM
75	A system that can tell you if the parking garage by the courthouse would be GREAT. It's a pain to have to drive all the way up only to find it full!!!	11/1/2016 11:54 AM
76	My husband and I live about 2 miles from downtown. We love spending time there. Typically, for big festivals we ride our bikes because we know parking will be an issue. We always have to park in the parking garage because we can't find any bike racks. We would probably ride our bikes more, as well as others, if there were several bike racks throughout downtown.	11/1/2016 11:45 AM
77	Please do not implement valet parking. I think this would cause an inconvenience coming and going from downtown. I would prefer to park myself instead of paying a valet.	11/1/2016 11:34 AM
78	There needs to be more parking options for special events/festivals.	11/1/2016 11:19 AM
79	I no longer plan to eat there or shop there because of the parking issues. I convince people to meet me elsewhere.	11/1/2016 11:18 AM
80	Need more parking. There is a huge lot along the river that always sits empty. needs to be utilized. Need better, and more reliable trolley service from parking area to downtown. (runs longer, has more frequent service)	11/1/2016 11:11 AM
81	Need another parking structure with accessible parking spaces.	11/1/2016 11:08 AM
82	Just happy that you are taking input from residents in order to better serve the community and visitors alike. THANK YOU	11/1/2016 11:08 AM
83	Need convenient shuttles for festivals	11/1/2016 11:05 AM
84	Parking garages should not require head-in parking only; drivers should be allowed to back into spaces if desired.	11/1/2016 10:06 AM
85	Should be more bicycle lanes and racks in downtown. If we could safely bike downtown, that's one less car to park!	11/1/2016 10:01 AM
86	Add a garage towards the south end of downtown	11/1/2016 9:51 AM
87	Stop building huge things that take up the parking. Tear down the silos and build a garage there	10/29/2016 7:47 PM
88	See #15 above And again, the answer to #14 depends on the time of day. This survey lacked time of day info which is critical to any good parking study. I say throw out this survey and re-do so you can get true results when you ask questions that specify time periods.	10/24/2016 10:54 PM
89	No	10/24/2016 11:02 AM

Downtown Parking Study

90	Consider another parking garage, near the police station, on the south side of the city to provide parking options for all and especially those coming from the south, to provide easier ingress & egress in that direction.	10/20/2016 5:26 PM
91	There should be an app or Waze integration that helps drivers find parking spaces.	10/20/2016 9:43 AM
92	I don't know that there's anything you could do except build another parking garage. I do prefer the streets though. Most people don't care.	10/19/2016 9:06 AM
93	Make the next parking garage easier to turn around when you get to the top and can't find a space.	10/18/2016 5:17 PM
94	I learned some things by looking at the parking map on this study. Maybe an information campaign would help. I think the city could improve signage to the various fee parking garages and lots. I'm not sure where they all are.	10/17/2016 9:37 PM
95	Lack of quick in and out parking, to pick up food Or a quick item in a store prevents me from frequenting the businesses downtown.	10/17/2016 4:55 PM
96	This study should also consider bicycle parking and if we have enough and should also look at the possibility of park (lets) which is converting two or three on-street spaces along Main Street into temporary or permanent parks. Instead of one car, you could fit 9-10 people comfortably. People attract people. Another idea is having an indicator that tells drivers how many spaces are available in each garage.	10/17/2016 3:34 PM
97	No	10/17/2016 1:21 PM
98	there needs to be more assigned/permitted parking for employees downtown.	10/17/2016 1:13 PM
99	Really need to be planning for another parking garage. It would be nice to see one happen with liner retail to help it blend into the downtown context better than the either of the 2 current parking garages.	10/17/2016 12:59 PM
100	I think garages should be designated spaces to county and city employees.	10/17/2016 12:58 PM
101	There should be a specific area for city and county employees. It is very difficult especially if you go out for lunch or if you have an appt.	10/17/2016 12:58 PM
102	Give Judicial workers assigned parking just like the city workers get in 2nd Ave garage	10/17/2016 12:46 PM
103	Need assigned parking for employees	10/17/2016 11:27 AM
104	I'm female and do not always feel secure when in parking garages.	10/17/2016 11:16 AM
105	Do something. Build another garage on 4th	10/17/2016 9:49 AM
106	10 years ago workers in downtown were able to purchase a parking pass that assured they could find parking. It would be great to have something like that brought back for the critical hours of 10 - 3 on weekdays. It would not restrict parking for visitors, but would assure parking for workers.	10/17/2016 9:24 AM
107	multi-level garages with retail on ground level	10/17/2016 9:23 AM
108	Will in court	10/17/2016 9:00 AM
109	Wish 4th Ave Church parking lot would go back to parking tags again for businesses. Please!	10/17/2016 8:49 AM
110	Special events need to start having shuttles from high schools to ease parking concerns.	10/17/2016 8:45 AM
111	Giving tickets to people who back into a spot at the parking garage is a money grab. It is easier to get out of a garage that only has one way in and one way out when you back in and it speeds up exit time allowing for the spot you were using to be freed up faster.	10/17/2016 8:45 AM
112	More people during festival events attempt to park at the Factory and walk in. This is very dangerous as they are walking on the street. Need to add a sidewalk on Franklin Rd.	10/17/2016 7:41 AM
113	If there could be more public parking at the new hotel space that would be great, or having a permanent shuttle from the factory, sidewalks connecting the factory and also a shuttle from the parking lot where our thrift store is would be great.	10/17/2016 7:33 AM
114	Seems like if we can figure out how to better deal with the traffic, parking might be better too?	10/17/2016 6:34 AM
115	Not happy about almost an entire garage being used for government vehicles.	10/17/2016 12:35 AM
116	I think Franklin does a fantastic job about communicating with its residents and staying proactive to provide adequate resources to its many visitors that flood the downtown area for monthly activities. Sure, parking cannot always be as conveniently available as I'd like it to be, but I've never seen a city handle its parking situation as well as Franklin.	10/17/2016 12:20 AM
117	I'm scared to see what happens when the new hotel is built. People who work downtown should be able to purchase a monthly pass that allows them to park in 4 hour spots all day.	10/16/2016 10:26 PM
118	Adding the hotel will drastically change the availability of parking downtown.	10/16/2016 10:22 PM

Downtown Parking Study

119	No	10/16/2016 10:21 PM
120	as more developement comes in, parking will be a nightmare	10/16/2016 10:01 PM
121	I hope free parking is always available.	10/16/2016 8:52 PM
122	Need another parking garage.	10/16/2016 8:31 PM
123	Ease of getting in and out of parking areas is important	10/16/2016 7:36 PM
124	I live in Franklin and would love to come downtown more often.	10/16/2016 7:31 PM
125	We need some parking for bikes in Franklin downtown!	10/16/2016 7:23 PM
126	Thank you for doing this! I hope you find some useful actions.	10/16/2016 7:12 PM
127	No	10/16/2016 7:00 PM
128	I am considering changing hair salon due to lack of parking	10/16/2016 6:55 PM
129	Even though parking can be a huge hassle. I'm extremely thankful, and grateful to Franklin, for keeping the parking meter free! It's a rarity in popular areas, but it is so nice to not have to worry about dealing with change. Especially due to the frequency I am downtown	10/16/2016 6:47 PM
130	More garages needed. Go up, not out!	10/16/2016 6:45 PM
131	I believe the 4th Ave Church owns the parking lot I park in...it would be great if they would go back to making it an exclusive parking lot for all of us that have an actual job.	10/16/2016 6:42 PM
132	Any new building should require a garage that is multi-level or below ground.	10/16/2016 6:28 PM
133	I'm not a fan of the "head in" garage parking. Some spots it's easier to back in & pull out instead of back out.	10/16/2016 6:27 PM
134	There is an elderly man living in an apt on Main Street next to historic Presbyterian church. He really needs a space nearby to park. Surely we can manage a spot for residential use. The apts. on the north side of the street have their own spaces.	10/16/2016 6:27 PM
135	Parking is a nuisance, just like the traffic in Franklin. the easier it is to park downtown the more people will come to shop, eat , etc.	10/16/2016 6:22 PM
136	Street parking turnover should be more frequent.	10/16/2016 6:19 PM
137	Stop adding more businesses & hotels without parking spaces as well as widening roads or adding better road access	10/16/2016 6:15 PM
138	1) Public garages need car counter systems to indicate, at street level, when the garage is full. 2) 4th Avenue garage needs designated police parking for officers having business in the courthouse. They're in the same boat with the rest of us if they leave for lunch: there are no spaces nearby when they get back.	10/16/2016 2:13 PM
139	Congestion from through traffic will continue to be an issue until Mackhatcher is extended to Westhaven.	10/15/2016 11:40 PM
140	Need more handicapped spaces	10/15/2016 5:12 PM
141	It would be nice to know if there were available spots in the garages before circling all the way up and having to turn around while dodging others who are doing the exact same thing.	10/15/2016 9:21 AM
142	It would be more convenient to come on the weekend, but downtown is absolutely to be avoided Sat and Sun. We can't even go to eat any more.	10/15/2016 3:53 AM
143	I don't come downtown Franklin anymore because of the traffic and parking problems. I used to live downtown.	10/15/2016 2:33 AM
144	I just wish there was more spaces for weekends and festivals	10/15/2016 1:11 AM
145	Please no valet parking! Keep valet out of Franklin!!	10/15/2016 12:33 AM
146	I don't know how this problem gets solved and we still keep the feel of this city. The new hotel that is supposed to go in will offer parking but that isn't convenient for most of the businesses. From what I've seen of the plans, the look of the hotel doesn't even appear to mesh with keeping the feel of Historic Franklin. How do we keep that feel while creating more space is a real issue.	10/14/2016 10:30 PM
147	In whatever you do, keep Franklin, Franklin. Keep parking free.	10/14/2016 10:15 PM
148	More parking is necessary to promote tourism to downtown Franklin.	10/14/2016 8:32 PM
149	Parking garages are poorly policed	10/14/2016 8:15 PM
150	Yes, there should not be any additional parking garages added to downtown so Franklin does not grow out of control.	10/14/2016 6:21 PM

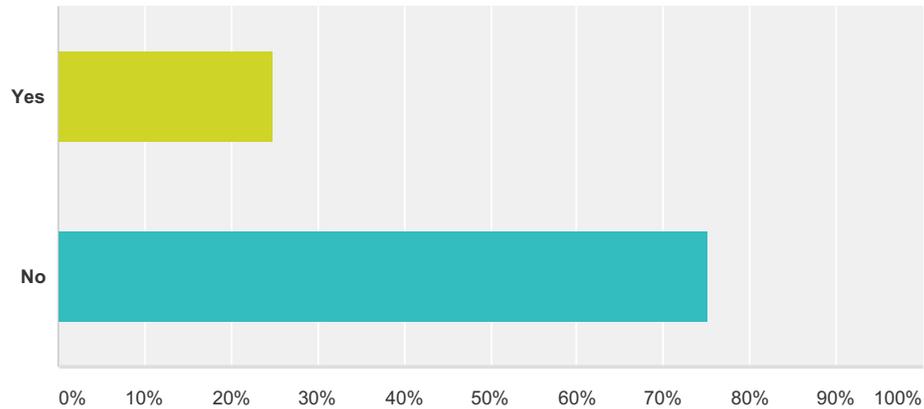
Downtown Parking Study

151	Elderly citizens have to have someone else drop them off if they want to eat downtown.	10/14/2016 5:55 PM
152	Yall need a visitors only lot and charge them to park. We pay so much in tax. Get residents a parking sticker, so we can have choice spots and visitors can take little shuttle bus. Solved and your welcome!	10/14/2016 5:05 PM
153	need more parking near 5 points	10/14/2016 4:56 PM
154	It is as if no one cares about those who live and pay taxes here. All you/businesses want are the tourists.	10/14/2016 4:54 PM
155	I think valet parking on Main St is a terrible idea.	10/14/2016 4:31 PM
156	Please keep valet away. I patronize downtown businesses on a daily basis (because parking is free and somewhat easy to find if you know where to look!). I won't do this if free spots are taken and turned into valet. Grabbing a coffee and going to the bank, or grabbing food to-go, are not outings worthy of valet. Part of the charm of coming to dtf is walking from your car to your destination and enjoying the sights and shops !	10/14/2016 4:25 PM
157	Seen so many lots with lots of space but all requires a permit (I.e. Church lots)	10/14/2016 3:23 PM
158	No	10/14/2016 2:34 PM
159	The 4th Ave Parking Garage stairwells and elevator need to be cleaned. Embarrassing eye sore for our tourist and new residents.	10/14/2016 2:26 PM
160	Build more sidewalks ! highway 96 west.	10/14/2016 2:25 PM
161	Nah	10/14/2016 2:22 PM
162	Archives parking lot needs to be opened up to the public. Slots are reserved for archives, which is never full and currently a waste of space	10/14/2016 1:17 PM
163	The amount of free options is great. I appreciate the lack of paid parking meters and I'm willing to search for a spot. No willing to pay for parking to go downtown for lunch or a happy hour drink.	10/14/2016 11:49 AM
164	I think I have an easier time finding parking because I plan on the time of day. If we are coming to a restaurant, we go early & eat at 5pm before it becomes crowded and usually on a weeknight. Almost never on a Friday night or Saturday night.	10/14/2016 11:29 AM

Downtown Parking Study

Q18 Would you like additional information about the Downtown Franklin Parking Study (opportunities to be further involved in the study, public meeting notifications, etc.)?

Answered: 371 Skipped: 71



Answer Choices	Responses
Yes	24.80% 92
No	75.20% 279
Total	371

#	If you answered "Yes", please provide your email address.	Date
1	hrspeech@yahoo.com	12/12/2016 8:46 AM
2	wilsmit11@hotmail.com	12/6/2016 9:08 AM
3	bakerkc@comcast.net	12/6/2016 7:42 AM
4	DRH37064@gmail.com	12/5/2016 3:18 PM
5	kdunn2005@comcast.net	12/5/2016 2:58 PM
6	mhogue2002@gmail.com	12/5/2016 2:36 PM
7	Mike.noli@nwgpm.com	12/5/2016 1:09 PM
8	davisclaninlf@comcast.net	12/5/2016 10:18 AM
9	matt.magallanes@southernland.com	12/5/2016 10:11 AM
10	tracerealty@mindspring.com	12/5/2016 9:26 AM
11	Tshellco@bellsouth.net	12/5/2016 7:56 AM
12	jearwood@tmpartners.com	12/5/2016 7:11 AM
13	jpowers@innovationsgrp.com	12/2/2016 9:35 AM
14	lisa.napolitano@att.net	11/30/2016 1:22 PM
15	Kaylm@bellsouth.net	11/29/2016 9:46 PM
16	bporter.prg@comcast.net	11/29/2016 6:31 AM
17	stacy.hapgood@gmail.com	11/28/2016 5:34 PM

Downtown Parking Study

18	jackied.tn@live.com	11/28/2016 12:13 PM
19	Prowen@bellsouth.net	11/20/2016 1:33 PM
20	Pbaggett@fullserviceins.com	11/20/2016 8:43 AM
21	Susan.phelps327@gmail.com	11/20/2016 7:11 AM
22	nascar504@bellsouth.net	11/19/2016 7:21 PM
23	babishji@gmail.com	11/19/2016 4:24 PM
24	Bhrr023@yahoo.com	11/19/2016 12:23 PM
25	Meganhmiller@gmail.com	11/19/2016 10:46 AM
26	C_brotherton@hotmail.com	11/19/2016 10:46 AM
27	Logan@ribbowmediagroup.com	11/19/2016 10:37 AM
28	megan@visitfranklin.com	11/18/2016 5:09 PM
29	Peggy.lawr@comcast.net	11/9/2016 6:15 PM
30	Lauriebruno@comcast.net	11/4/2016 6:00 AM
31	bjames@yamaha.com	11/3/2016 12:09 AM
32	Mndintn@gmail.com	11/2/2016 8:49 AM
33	wbradleyking@gmail.com	11/2/2016 8:24 AM
34	Dattcraig@yahoo.com	11/2/2016 5:10 AM
35	cryanbmi@gmail.com	11/1/2016 9:59 PM
36	markvarner@gmail.com	11/1/2016 9:34 PM
37	atlehner@gmail.com	11/1/2016 9:24 PM
38	Philip.Mccutchan@gmail.com	11/1/2016 8:26 PM
39	Jcparrott.box@gmail.com	11/1/2016 7:53 PM
40	Lorrainer8@comcast.net	11/1/2016 5:50 PM
41	dancinastrophys@yahoo.com	11/1/2016 4:40 PM
42	Ugotpotts@gmail.com	11/1/2016 4:10 PM
43	nmanci@comcast.net	11/1/2016 2:51 PM
44	ryanscottfirm@gmail.com	11/1/2016 2:08 PM
45	parksidegurl@hotmail.com	11/1/2016 1:22 PM
46	lynne@ghludio.com	11/1/2016 11:18 AM
47	Andrews9459@bellsouth.net	11/1/2016 11:12 AM
48	jsnyder66@outlook.com	11/1/2016 11:11 AM
49	mike@imadgination.com	11/1/2016 11:08 AM
50	ccbauer86@gmail.com	11/1/2016 11:05 AM
51	linktipton@gmail.com	11/1/2016 11:00 AM
52	Copperheadridge@yahoo.com	11/1/2016 10:48 AM
53	bradfordneal@gmail.com	11/1/2016 10:06 AM
54	Cody.bryant@mytxb.com	11/1/2016 9:51 AM
55	Tuckerjt@outlook.com	10/29/2016 7:47 PM
56	813walden@gmail.com	10/20/2016 5:26 PM
57	Laurenauburn91@gmail.com	10/19/2016 9:06 AM
58	Marcumpr@gmail.com	10/18/2016 1:05 PM

Downtown Parking Study

59	Bridgette.g@gmail.com	10/18/2016 12:43 AM
60	chriscapaldius@gmail.com	10/18/2016 12:21 AM
61	Aletamatthews@yahoo.com	10/17/2016 9:58 PM
62	deirrudgsk3422@gmail.com	10/17/2016 2:56 PM
63	lilyxcvsa3534@gmail.com	10/17/2016 2:56 PM
64	mtaylor@s8-design.com	10/17/2016 12:59 PM
65	K.cloyd@aol.com	10/17/2016 12:58 PM
66	Shana.jones24@yahoo.com	10/17/2016 12:46 PM
67	cassi@magli.com	10/17/2016 9:24 AM
68	trmurphy15@gmail.com	10/17/2016 9:23 AM
69	Sarah.braud@gmail.com	10/17/2016 8:41 AM
70	erdelaney@yahoo.com	10/17/2016 12:35 AM
71	Lissaa144@aol.com	10/17/2016 12:20 AM
72	patricksheehan@gmail.com	10/16/2016 10:22 PM
73	dianacraddock10@aol.com	10/16/2016 10:01 PM
74	Kaymusg@aol.com	10/16/2016 8:52 PM
75	Steve.desoto@gmail.com	10/16/2016 8:31 PM
76	Tammiesisco@gmail.com	10/16/2016 7:36 PM
77	Philip@trueartist.org	10/16/2016 7:13 PM
78	Nncantrell@gmail.com	10/16/2016 6:42 PM
79	perrycog2000@yahoo.com	10/16/2016 6:41 PM
80	I will receive this info.	10/16/2016 6:27 PM
81	Juba.mollyb@gmail.com	10/16/2016 6:26 PM
82	Wouldn't do any good. City of Franklin doesn't listen to average citizens. Developers have their ear.	10/16/2016 6:22 PM
83	mmathenym@gmail.com	10/16/2016 6:18 PM
84	melaniearrowood16@gmail.com	10/14/2016 10:30 PM
85	kristy.n.maloy@gmail.com	10/14/2016 9:20 PM
86	shannonwadesimpson@gmail.com	10/14/2016 6:21 PM
87	Babybyrd2000@comcast.net	10/14/2016 5:05 PM
88	obr.brett@gmail.com	10/14/2016 4:31 PM
89	Christinajones1214@gmail.com	10/14/2016 4:25 PM
90	dthorne@tmagroup.org	10/14/2016 2:18 PM
91	paddyd85f@yahoo.com	10/14/2016 1:08 PM



DOWNTOWN PARKING AND MANAGEMENT STUDY: FUTURE CONDITIONS TECHNICAL REPORT

Future Conditions: Introduction

In order to identify the future parking needs for Downtown Franklin, as defined by the Study Area, it is necessary to analyze projected growth and development and investigate the impacts on parking needs. This section contains the comparison and analysis of that future growth upon the existing parking infrastructure in Downtown. This section of the Parking Study builds on the information, data, and findings from the Existing Conditions Report.

Generally, parking studies in other communities consider the Future Conditions component of the study to be only Existing Conditions plus approved new development projects that will impact parking needs. However, through a combination of the consultant team’s local knowledge and the invaluable help of the Planning and Sustainability and Engineering Staff, this Study contains a robust, multilayered data projection that provides the City with the possible land use mix and parking demand for the next 20 years. Therefore, this future conditions section is more detailed and specific than other, more generalized Parking Studies provided for downtown areas. Since it is more detailed, the intention is that recommended projects and policies be focused on the locations where parking policy revisions or additional parking will give the City of Franklin the most benefit.



4th Avenue Parking Garage Access

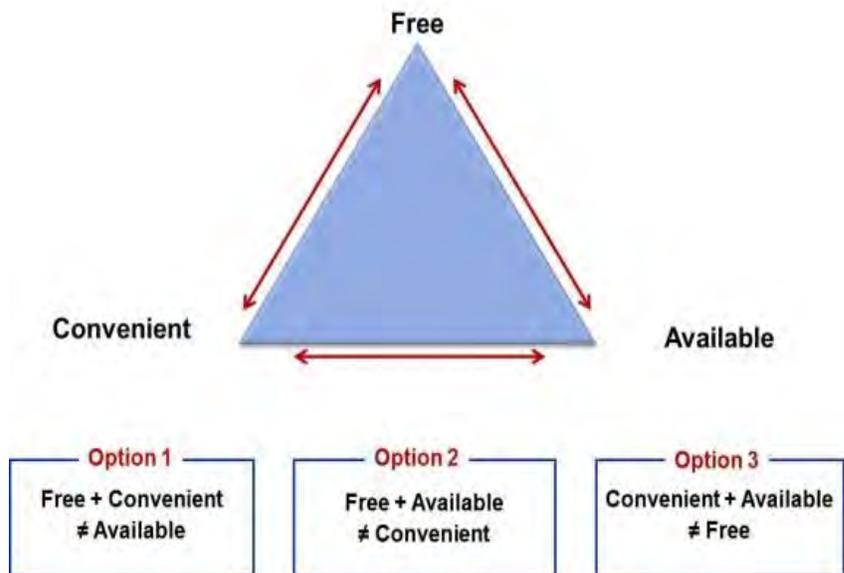
The basis for the Future Conditions, which encompasses parcel-by-parcel land use mixes, new square-footage projections, and projected parking demands, is the *Envision Franklin* Land Use Plan, which was adopted by the Franklin Municipal Planning Commission on January 26, 2017. The following sections of this memorandum describes in detail the development of the multilayered data projection and provides the projected parking demand for the Study Area. The findings of this memorandum provides the information utilized to inform the Recommendations described in the Recommendations Memorandum of the Parking Study.

Development of the Data Projection

The dataset created for the Future Parking Scenario is based on the existing conditions baseline information collected in the initial phase of the Parking Study, which provides a foundation for the multilayered data projection described in detail in this technical memorandum. The future data projection follows the classic comprehensive planning model for future policy and infrastructure planning. The first step is to assemble all relevant existing conditions. The second step is to shape that information into a land use and development scenario data projection. The scenario first incorporates approved development projects, which provide the number of committed parking spaces, and then formulates a rationalized future development scenario, based on the land use and development policies of the *Envision Franklin Land Use Plan*. The land use and development projection is then iterated on a block-by-block basis to ensure a feasible and reasonable development scenario, based on the applicable zoning regulations. This development scenario was provided to the City of Franklin Planning and Sustainability Department Staff for review and input. The Planning Staff's comments were incorporated into the final scenario used to analyze the future parking demand. The following sections give more detail about the process described.

Existing plus Committed Parking

The Existing Conditions (EC) Report shows there is an overall supply of 1378 public and/or publicly leased parking spaces within the Study Area. It is important to remember this number of spaces does not include the private spaces in the downtown area. The demand at the peak hours for those existing spaces is 1,166. This leaves a surplus of 212 spaces distributed throughout the Study Area. It should be noted that, as described in the EC Report, parking in urban/commercial/mixed use environments is often a function of convenience, price, and availability, as shown in figure, right.



While there may be a network-wide surplus of 212 parking spaces, those spaces are often located further away from the high-demand and high-turnover locations, especially in the walkable, core section of the Study Area. The committed projects are those developments approved through the Site Plan or PUD process. The projects included in the analysis are 231 Public Square, Harpeth Square Development, 249 4th Avenue Office Site, and the Renasant Bank Site. Once the parking demand for these locations are added to the existing parking counts, the downtown area has a deficit of 54 spaces.

Parking Classification	Parking Spaces		
	Supply	Demand (Peak Hr)	Need
Existing*	1378	1166	-212
Existing +Committed**	1824	1878	54

* This includes 2 City Parking Garages, On-street Parking, and the 4th Avenue Church of Christ Parking Lot.

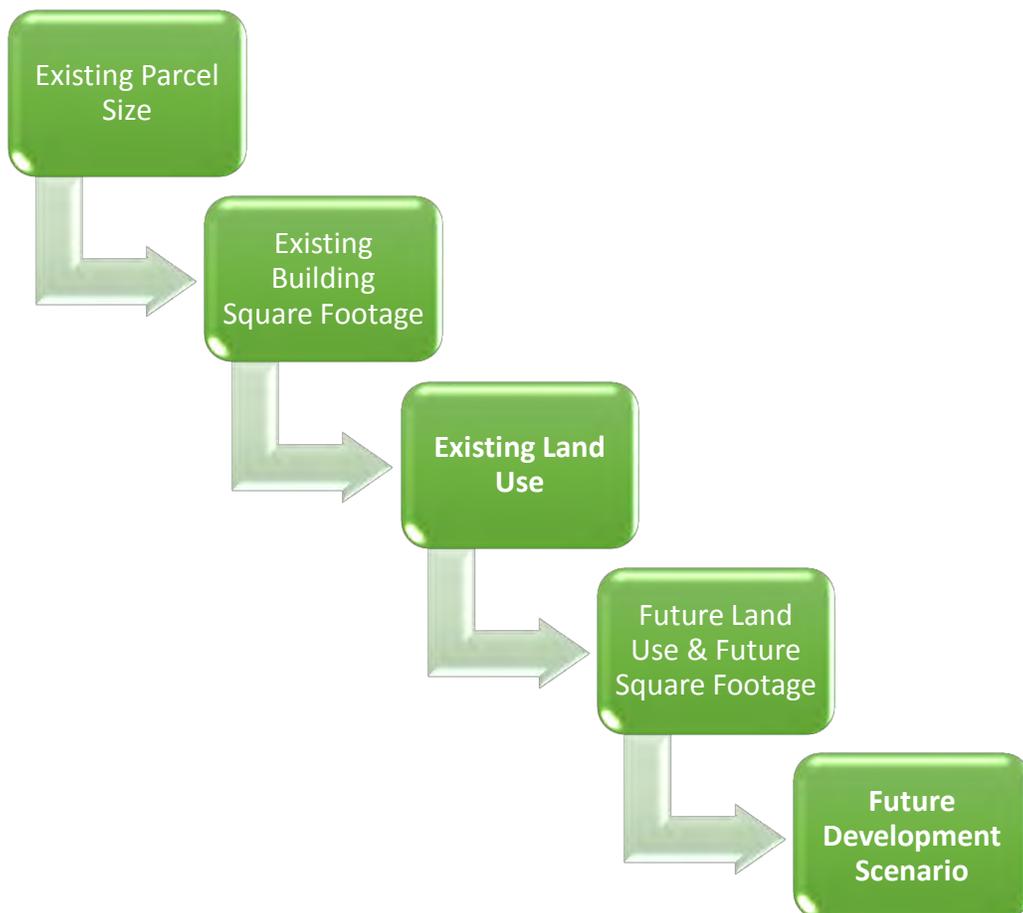
** The committed/approved projects include Harpeth Square, 231 Public Square, 249 4th Avenue Office Site, and Renessant Bank Site.

This information provides the context for the existing and the existing plus committed parking supply for the overall Study Area. This is a similar method used in transportation planning to determine demand for future roadways, based on the overall new development within a community. These two data points provide the first layer in the multilayered data projection used to create the development scenario to determine overall parking demand for the Downtown area.

Future Land Use Element of Data Projection

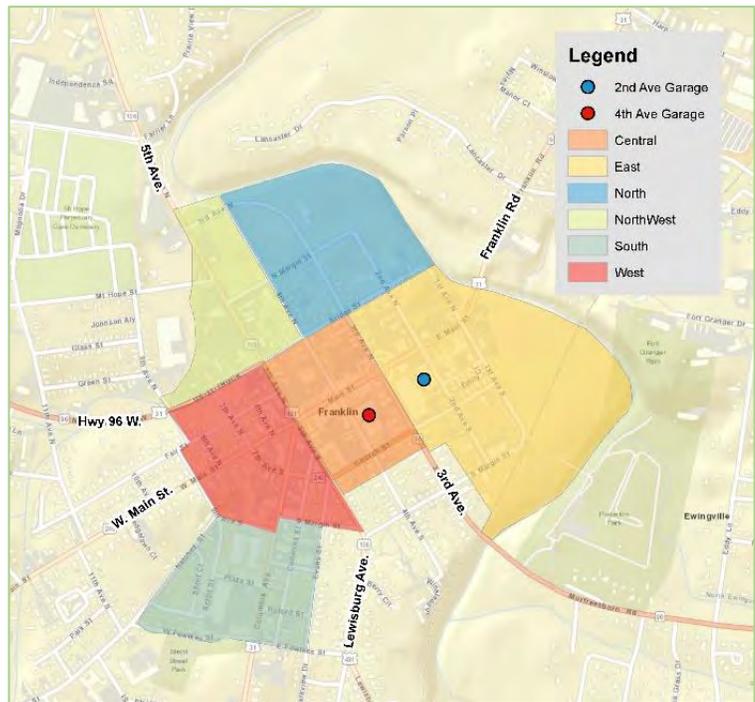
Since land use directly influences the amount of shared parking in a larger context, the first step in developing the future parking needs scenario was to compare existing land use and existing building square footage to that allowed by Envision Franklin. It should be noted that the data projection used for this Study is not a formalized Market Demand Study. Rather, the data projection is similar to a future land use model used in comprehensive land use planning.

The Data Projection to determine both future land use, as defined by the policies of Envision Franklin, and future development within the Study Area is explained in detail in this section, and the accompanying figure below depicts the step-by-step process that created the multiple layers of the overall data projection. First, the information from the Existing Conditions was incorporated into the dataset. This included existing parcel size, existing building square footage, and existing land use. The dataset was then screened through the land use development policies of Envision Franklin to guide the future land use choices. After the future parcel land use was chosen, the building square footage was determined.



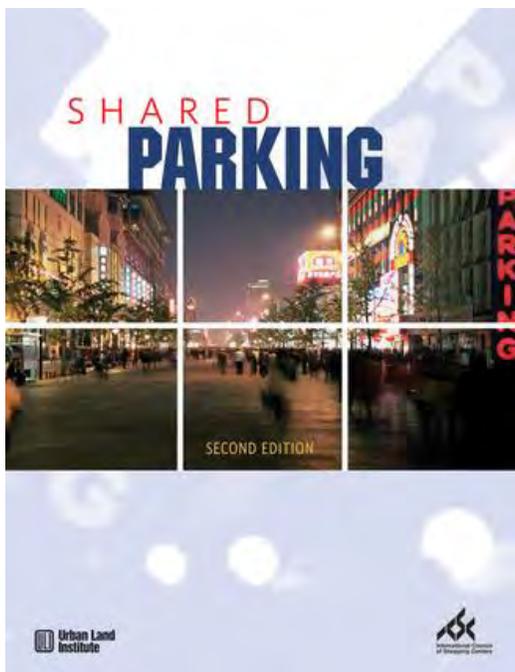
Approved development plans were incorporated as the first step of the future land use/buildout scenario. Once a draft of the future scenario was completed, coordination with the City of Franklin Planning and Sustainability Department was conducted to better calibrate the future development scenario model. Based on the Planning Staff's comments, the future scenario was recalibrated on a block-by-block basis.

The next step was to determine the Shared Parking Districts. These are the geographic analysis zones of the downtown area where shared parking is expected to occur and are based on the mixed land uses proximity to the walkable core of the Study Area. The six areas in downtown Franklin, shown in the figure to the right, were defined as the Shared Parking Districts.



Shared Parking Purpose & Analysis

Shared Parking, when used in a formalized, development context, has been studied, analyzed, and categorized in numerous ways. At its core, shared parking, as an element of the built environment, is a parking space that is utilized by multiple land uses, tenants, buildings, and/or activities. In a downtown area, where space is at a premium, shared parking is an essential component of a workable and walkable built environment. This Parking Study incorporates shared parking as a necessary, needed, and critical component of the parking network in Downtown Franklin.



The multilayered data projection, which is the core of the Future Conditions of the Parking Study, takes shared parking as its organizing principal. While single-use, exclusive, and/or unshared parking will remain within the Study Area, this Study's focus is primarily on publicly owned or publicly leased (public in this context is meant to be construed broadly, e.g. public spaces in a private facility, a public-private partnership parking arrangement, City-owned parking facilities, etc.);

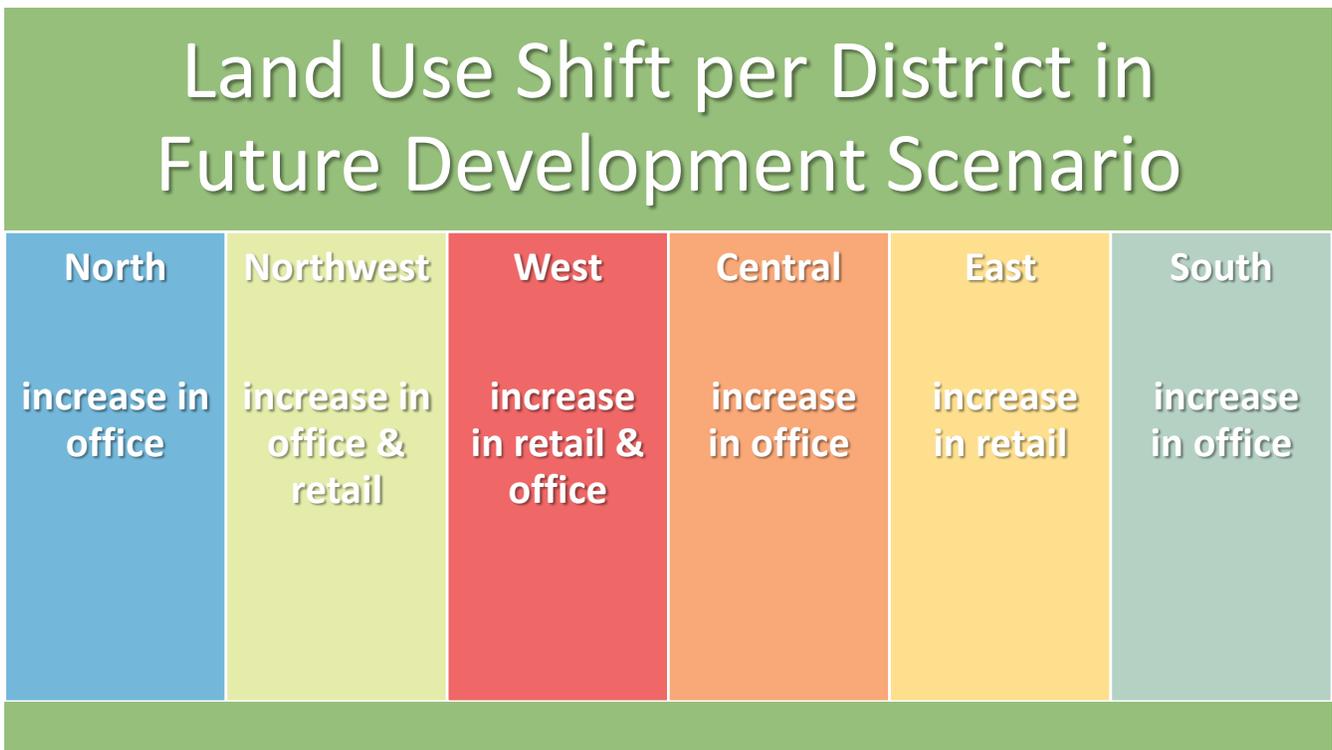
therefore, shared parking is assumed to be the primary parking arraignment in the Study Area, especially for new developments and/or redevelopments.

The Parking Study utilized the Urban Land Institute (ULI) shared parking methodology (*Shared Parking*, 2nd Edition), which is a parking industry standard.

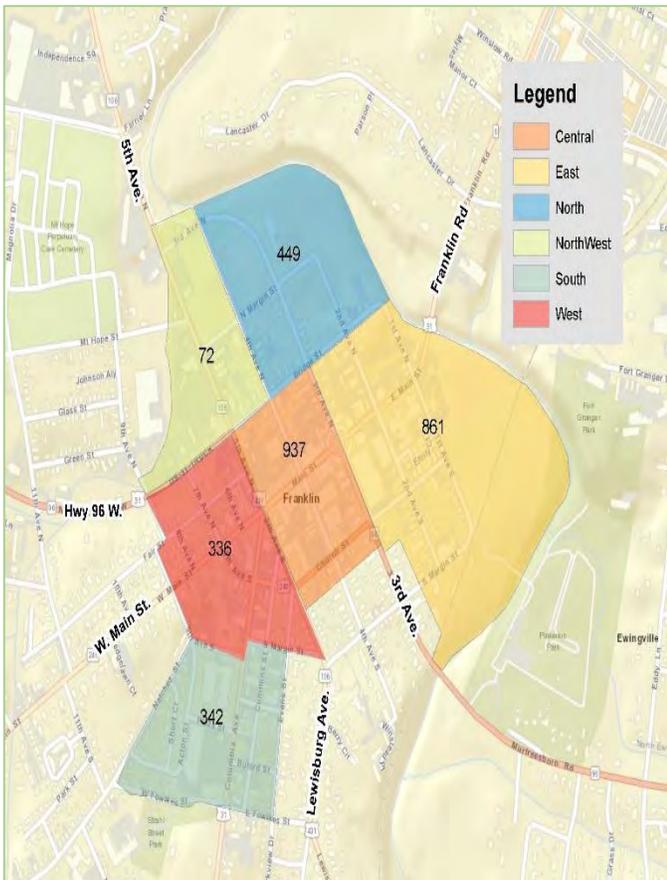
For this study, the following shared parking methodology was utilized for the study area parking network:

- Peak Hours and Demands for Parking vary according to the Land Use;
- Land Uses with varying peak demands that are located within close proximity can share parking areas;
- Parking reductions were taken for the time of day and month; and
- Reductions were not taken for different modes of travel (pedestrians, bicycles, transit)

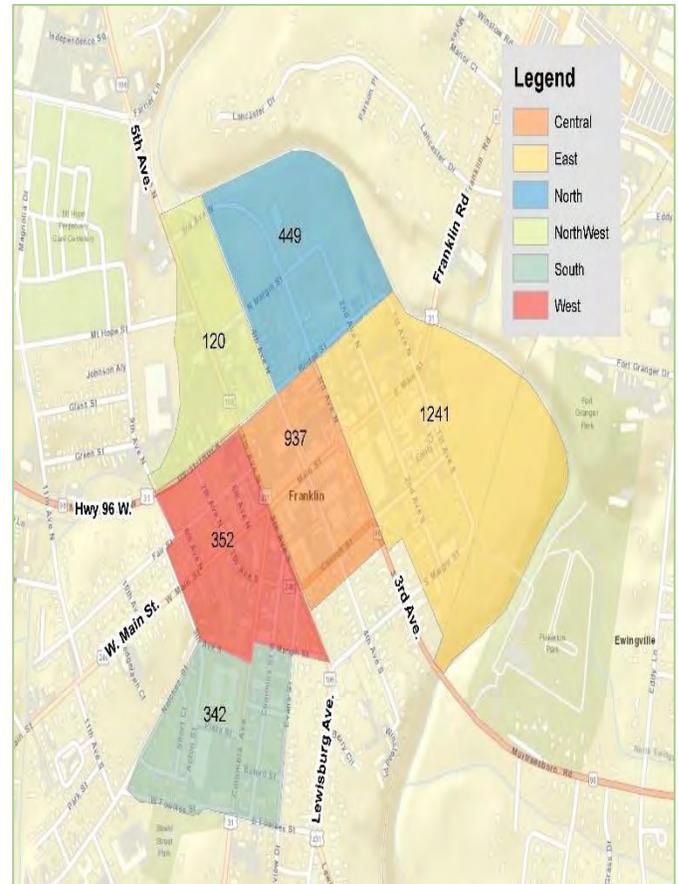
The shared parking analysis was then conducted for each of the shared parking districts using the ULI shared parking methodology. This analysis was used to determine where parking will possibly be needed if the Downtown Franklin study area develops as the Envision Franklin Plan allows and the future land use/buildout scenario depicts. It is important to note not all land uses will have shared parking. For this analysis, retail, institutional, office, restaurant, and finance were assumed to share parking, and residential and hotel were assumed to not share parking. The chart below shows the shift in the analyzed shared parking land uses from the existing to the future development scenario used to create the multilayer data project.



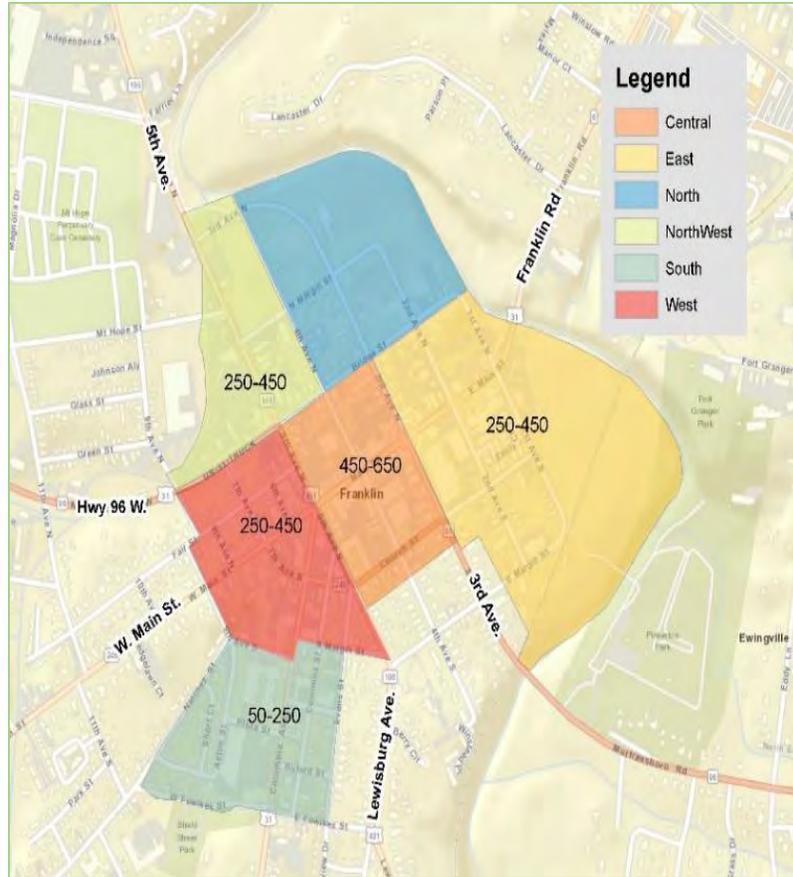
As a comparison of the existing parking supply from the existing conditions memo that includes the garages, on-street parking, and leased lots, is shown in the figure below to the left and the figure to the right shows the existing parking supply with the committed parking supply taken from approved projects in the study area added. The future parking needs based on the shared parking analysis of the districts minus the existing and committed parking supplies is shown in the figure on the next page.



Existing Parking Supply



Existing Plus Committed Parking Supply

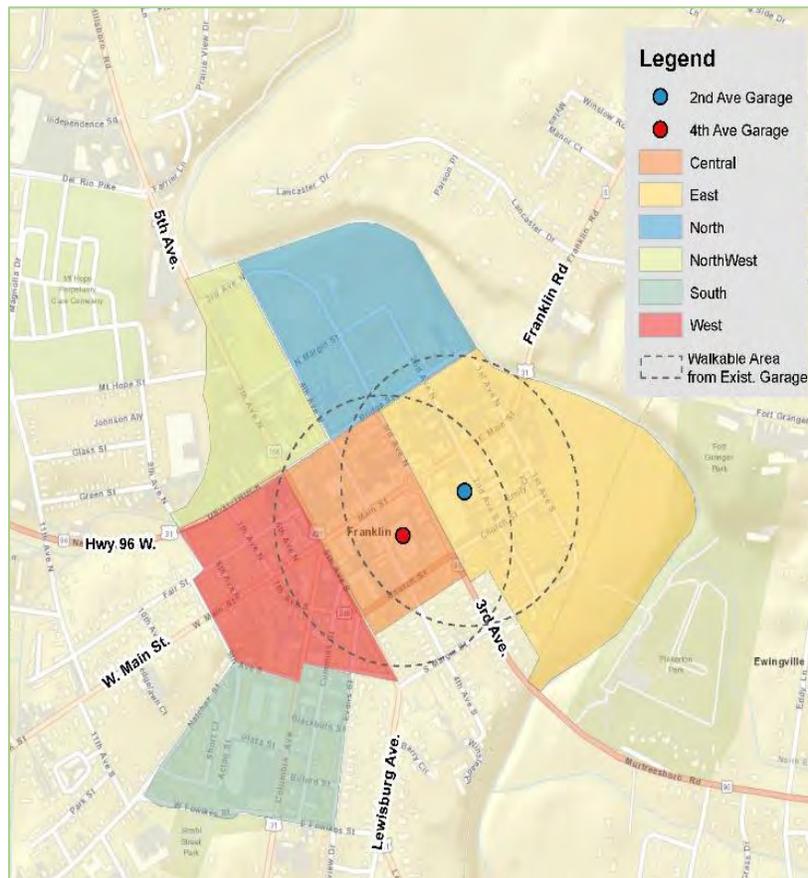


Future Parking Needs

The future development scenario used to develop the parking supply needs, shown above in map format and show right in chart format, has many variables that can alter the results. The most notable variable is the economy. A downturn in the economy may cause the results to shift where no additional parking would be needed. The parking results are intended to help guide the city in identifying future public parking locations and infrastructure. This scenario development will also assist with zoning ordinance modifications, and creating policies and programs to help utilize parking in the entire downtown area. It is important for the city to evaluate each development as it is proposed to determine the appropriate amount of parking needed based on the proposed land use and building size.

Shared Parking District	Parking Needs
North	0
Northwest	250-450
West	250-450
Central	450-650
East	250-450
South	50-250

Another aspect of shared parking to be considered is the walkable area. The industry standard that defines a walkable area uses a 5-minute walk at 3.5 feet/second as a typical walking distance. The map below shows the relationship between the shared parking districts for the 2nd Avenue garage and 4th Avenue garage walkable areas. As shown, the walkable area for both garages overlap the shared parking districts. The walkable area should be considered as the city considers future parking needs.

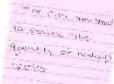
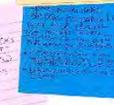
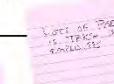


Downtown Garage Walkable Areas

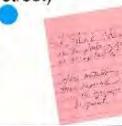
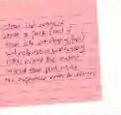
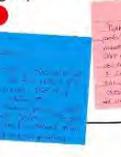
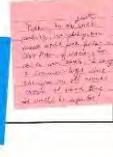
Public Meeting

To ensure public and stakeholder input in the overall Parking Study, a Public Meeting was held on April 10, 2017 from 4:30 to 6:30 pm. The meeting was held at City Hall, which is in the core of the Study Area. Notification signs were placed on all major corridors throughout the Study Area. To below is an example of a board that captured input from those that attended. The full summary of the public input is included in the appendix to this memo.

Tell us about Franklin's parking challenges

	Capacity  
	Safety  
	Convenience    
	Cost/Duration (Time Limits)    
	Parking User Issues: Employees  Customers  Tourists    

Future Parking Programs & Projects

	Enforcement (utilize warning citations, graduated fines, ambassador program)   
	Financial Sustainability (paid parking in garage or on-street)   
	Wayfinding (improve signage for parking/downtown attractors & parking availability)   
	Alternative Solutions (increase in transit service, uber/lift pick-up/drop-off areas, and valet parking)    
	Shared Parking (city policies to encourage business parking lots/garages)    

Conclusions

The analysis conducted for the future parking conditions of the Downtown Franklin area showed the parking study team a snapshot of parking needs, if development of the study area were to occur as projected through this study. This scenario was not a formal market study and it assumed the economy will remain strong. It is important to note that parking needs should be evaluated on a case by case basis as development is proposed since the uses and overall building square footage of new development will likely vary from the proposed future scenario. The intent of this exercise was to increase awareness of how development-related policies can shape the manner in which the Study Area develops. Since the overall goal of the City is to ensure that downtown remains strong, vibrant, and thriving area, special consideration should be given to increasing the amount of parking in the Study Area. Utilizing the methodology described in this memorandum, the City will need additional parking in the future. However, as previously noted, the future conditions data projection is not a Market Demand Study and presents just one possible scenario. The scenario presented is based on the best possible information and data, as well as the local knowledge of both the consultant team and the City Staff. The Recommendations memorandum will identify strategies to assist the City in planning for the identified needs.

FUTURE CONDITIONS TECHNICAL APPENDIX

1. Public Meeting Summary

DOWNTOWN PARKING STUDY

PUBLIC MEETING SUMMARY

GENERAL PUBLIC MEETING SUMMARY

The City of Franklin and the Volkert Consultant Team conducted an Open House Public Meeting on the Downtown Parking Study on April 10, 2017 from 4:30 – 6:30 pm in Franklin City Hall. The Open Meeting was framed around four focus areas to solicit public reaction, comments, feedback, and opinions on existing and future parking challenges and opportunities within the Study Area:

1. **Existing Conditions** for On-street, Garage, and Surface Lot parking within the Study Area.
2. Draft of a **Striping Plan for On-street Parking** spaces within the Historic Core subarea of the Study Area.
3. **Existing Parking Challenges** within the Study Area.
4. **Future Programs and Practices** for Parking within the Study Area.

The following written summary provides highlights provided from the Existing Parking Challenges Station and the Future Programs and Practice Station. These two stations were the two primary public input and comment stations, while the Striping Plan Station and the Existing Conditions stations were primarily informational. Additional public comments are presented directly in the Appendix. The Meeting Summary Appendix contains the Public Meeting Announcement/Flyer, comment cards from the meeting, images of the public input boards, and the sign-in sheets.

DOWNTOWN PARKING STUDY

PUBLIC MEETING SUMMARY

EXISTING PARKING CHALLENGES STATION HIGHLIGHTS

- More parking is needed north of Main Street. Many people mentioned a potential good location for a garage might be where the surface lot is behind Starbucks.
- Church Street is very narrow and hard for cars to park on the street and allow for cars to drive through.
- Several people mentioned eliminating on-street parking on Main Street.
- One person mentioned only allowing short term parking on Main Street (30 minutes to an hour) for people going to the shops/stores on Main Street.
- Some people didn't like the 4 hour limit for parking spaces. They mentioned it was too long of a time period.
- Employee parking is an issue in terms of location, numbers, and time.
- Some people thought metered parking should be considered, but others disagreed.

FUTURE PROGRAMS AND PRACTICES HIGHLIGHTS

- The most noted focus area was Alternative Modes. Most feedback revolved around ride-sharing (Lyft/Uber) or increased transit opportunities.
- Multiple comments related to concerns over downtown becoming a "tourist only zone." Some expressed concerns that parking issues were contributing to Main Street transitioning away from locally owned businesses.
- The parking ambassador program generated interest from numerous public meeting participants. Consensus formed around making enforcement friendlier and less punitive.

DOWNTOWN PARKING STUDY

PUBLIC MEETING SUMMARY

- The public meeting participants were evenly divided on the factors that are most important when parking, with the Free+Available Option tied with Convenient+Available Option as the most preferred.
- There is interest in integrating valet parking as part of the overall parking solution. However, there were some who disagreed.

DOWNTOWN PARKING STUDY

PUBLIC MEETING SUMMARY

APPENDIX

Public Meeting Announcement & Flyer



DOWNTOWN PARKING STUDY

PUBLIC MEETING SUMMARY

Public Meeting Boards

On-Street Parking Occupancy Rates



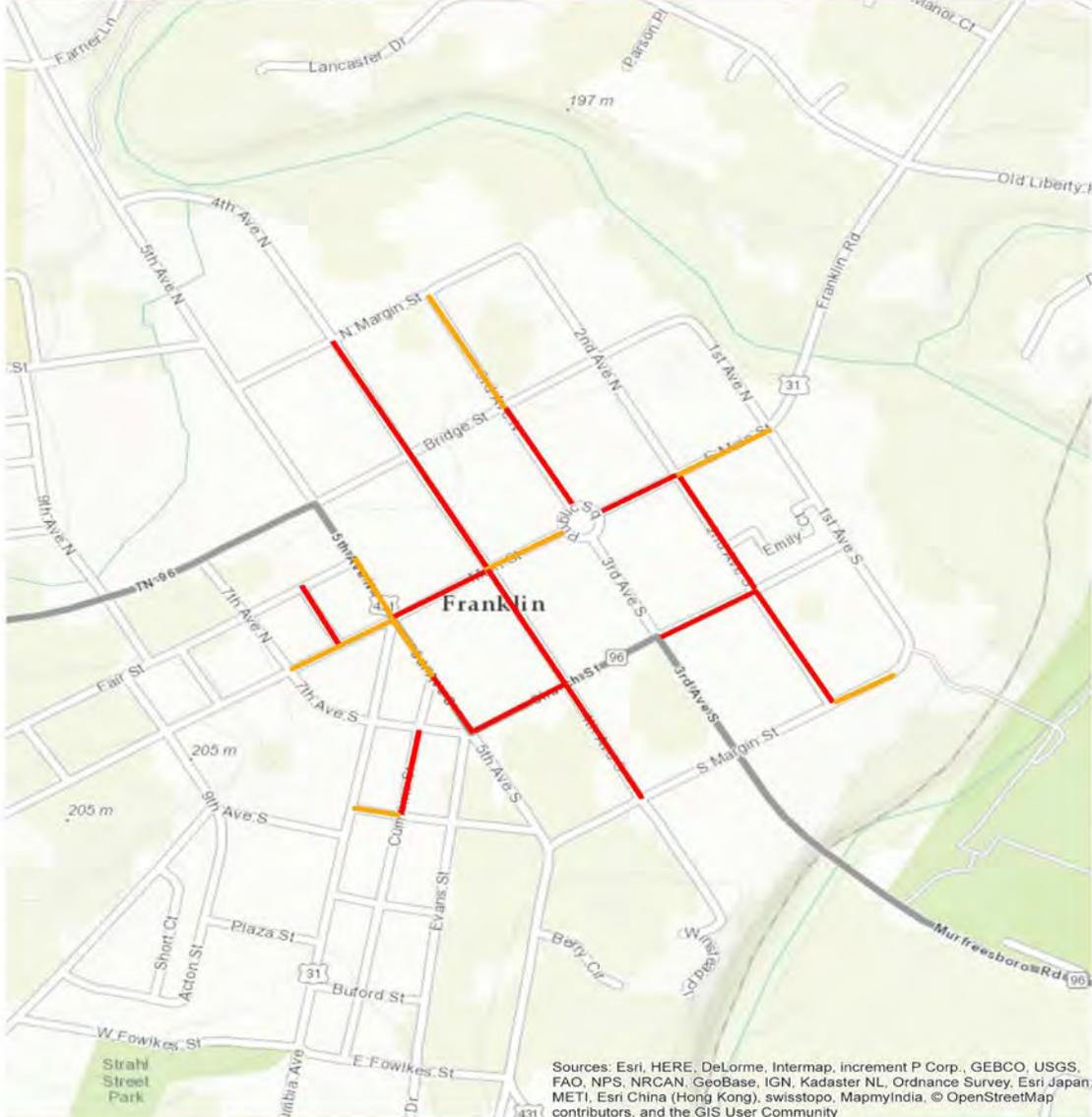
Existing Conditions

					<p>Occupancy Rates</p> <ul style="list-style-type: none"> ■ < 50.0% ■ 50.1% to 85.0% ■ 85.1% to 100.0% ■ > 100.1%
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DOWNTOWN PARKING STUDY

PUBLIC MEETING SUMMARY

Hot Spot On-Street Parking Occupancy Rates



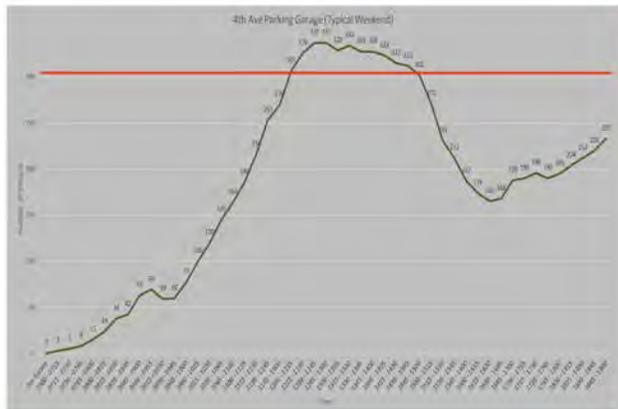
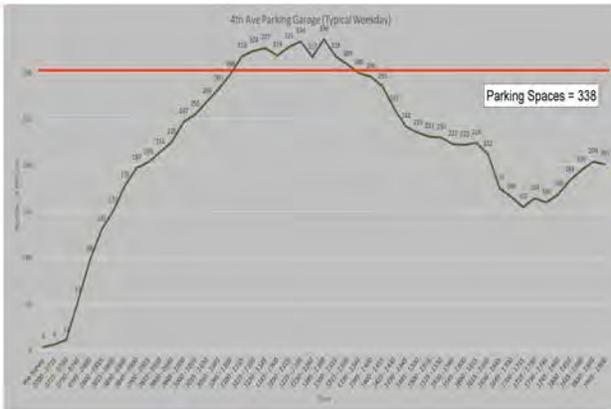
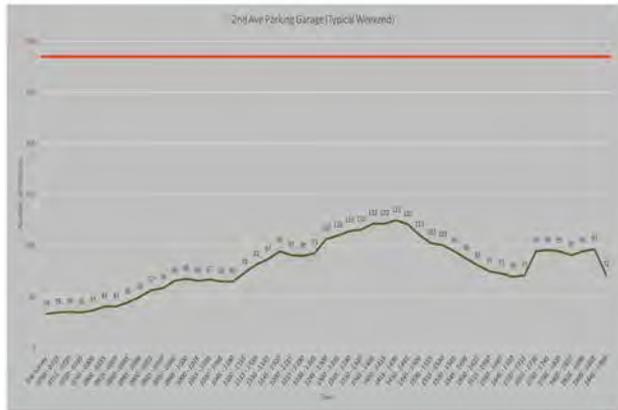
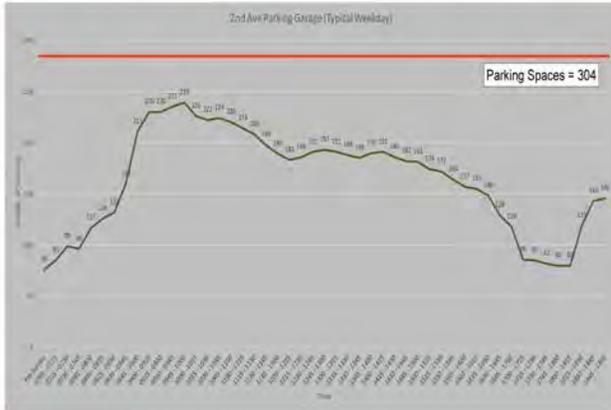
Existing Conditions

 	 HISTORIC FRANKLIN TENNESSEE	 DOWNTOWN PARKING STUDY	 NTS	<p>Occupancy Rates</p> <ul style="list-style-type: none"> ■ < 50.0% ■ 50.1% to 85.0% ■ 85.1% to 100.0% ■ > 100.1%
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DOWNTOWN PARKING STUDY

PUBLIC MEETING SUMMARY

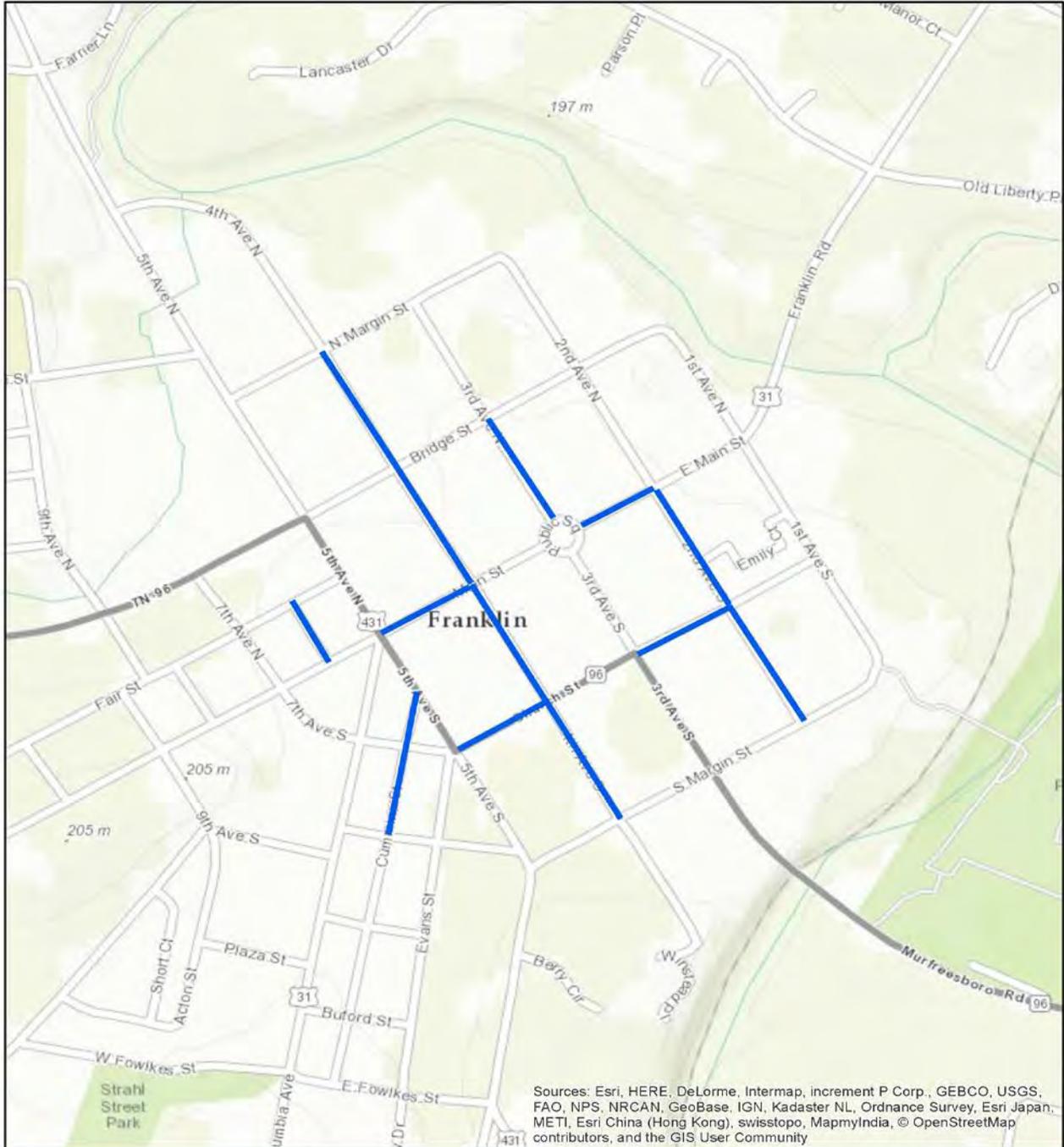
Parking Garage Occupancy Counts



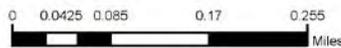
Existing Conditions

DOWNTOWN PARKING STUDY

PUBLIC MEETING SUMMARY



VOLKERT



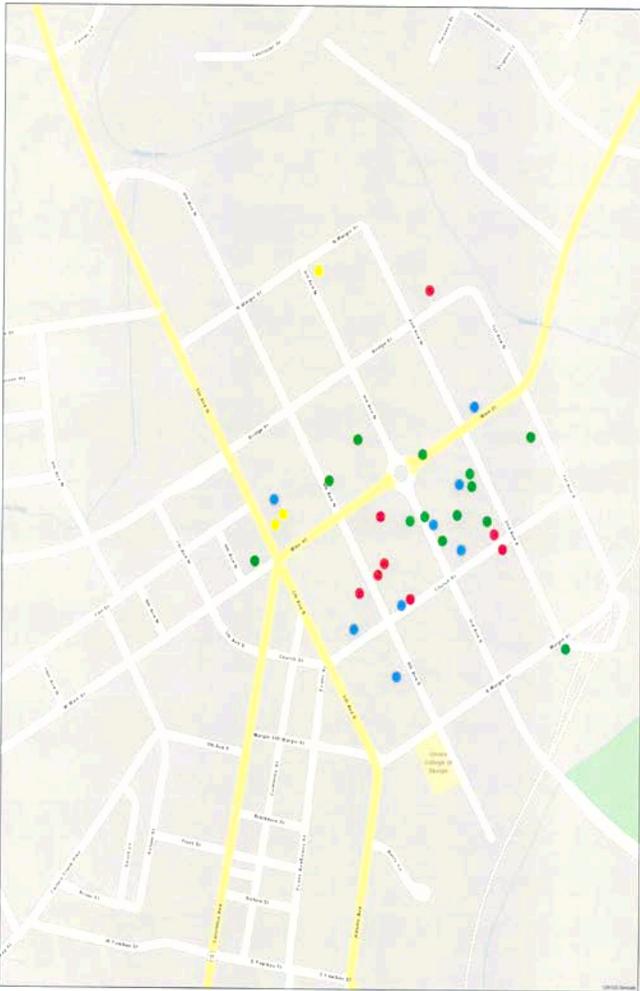
**Franklin Downtown
Parking Study**

Possible Parking Reduction

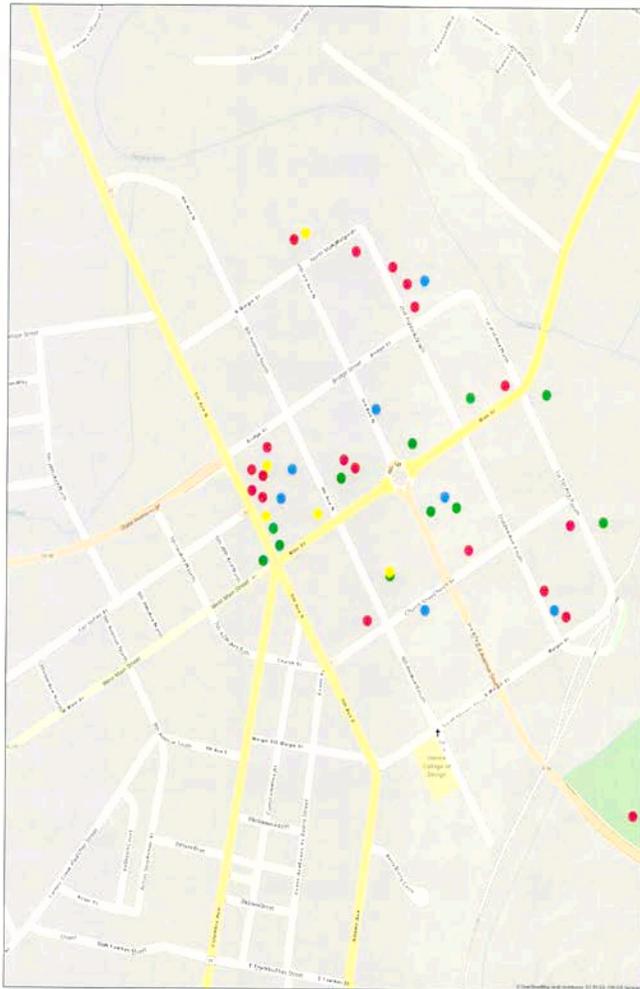
DOWNTOWN PARKING STUDY

PUBLIC MEETING SUMMARY

Where do you currently park?



Tell us where additional parking is needed

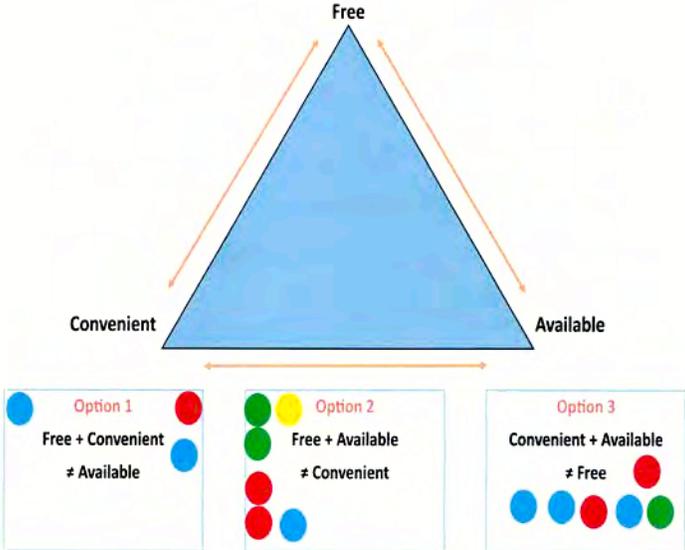


DOWNTOWN PARKING STUDY

PUBLIC MEETING SUMMARY

The Parking Triangle:

Which option do you prefer when you park?



DOWNTOWN PARKING STUDY

PUBLIC MEETING SUMMARY

RIDESIMPLY.COM
SAFE | PROFESSIONAL
ECONOMICAL


RIDESIMPLY

Ride simply suggestion for valet
private parking lot, NOT FOR
restaurants, or business.
mobile APP for valet request.
Please call *. 615.604.0881
CEO - Virginia Walker



COMMENTS

NAME/ORGANIZATION: C. J. McADAMS

EMAIL/CONTACT: cj-mcadam5@hotmail.com

TELL US WHAT YOU THINK: THANK YOU FOR OPPORTUNITY TO SHARE OPINIONS.
ON STREET PARKING IS NECESSARY, BUT CURRENT LINED SPACES SEEM
TOO LONG. I'M CURIOUS ~~IF~~ ^{IF} THE SELF PARKING CARS (PARALLEL)
CAN PARK IN TIGHTER SPACES. ~~IT~~ ^{IT} SEEMS LIKE YOU COULD FIT MORE
SPACES BY REDUCING TO 12 FEET OR EVEN 20 FEET LENGTH.

VALET PARKING IN DESIGNATED LOTS WOULD
ALSO ALLOW MORE VEHICLES STACKED IN
LOTS TO MAXIMIZE SPACE WHILE PROVIDING
GREAT CUSTOMER SERVICE.

UBER/LYFT DESIGNATED DROP-OFF/PICK UP IS MORE EFFICIENT
THAN CURRENT STOP ANYWHERE... ESPECIALLY AT PEAK TIMES/DAYS.



DOWNTOWN PARKING STUDY

PUBLIC MEETING SUMMARY

COMMENTS

NAME/ORGANIZATION:

EMAIL/CONTACT:

TELL US WHAT YOU THINK:

City need to provide land near downtown for work force housing so that workers can either walk or ride a bike to work.

City needs to identify surface parking areas & partner with developers to provide retail on ground floor & parking garages above the ground floor.



COMMENTS

NAME/ORGANIZATION:

EMAIL/CONTACT:

TELL US WHAT YOU THINK:

I do not support Valet - a company should not make money off my business they are making money off my spending dollars.



DOWNTOWN PARKING STUDY

PUBLIC MEETING SUMMARY

COMMENTS

NAME/ORGANIZATION:

EMAIL/CONTACT:

TELL US WHAT YOU THINK:

- Have short term parking for courthouse across street from courthouse along street
- Parking garage behind presbyterian church.



COMMENTS

NAME/ORGANIZATION:

EMAIL/CONTACT:

TELL US WHAT YOU THINK:

- check 2nd Ave garage
- employee parking
- look @ city vehicles in garage



DOWNTOWN PARKING STUDY

PUBLIC MEETING SUMMARY

COMMENTS

NAME/ORGANIZATION:

EMAIL/CONTACT:

TELL US WHAT YOU THINK:

Kristy Williams / Downtown Franklin Association
kwilliams@historicfranklin.com

I thank the City of Franklin, for ALL they do for our community!



COMMENTS

NAME/ORGANIZATION:

EMAIL/CONTACT:

TELL US WHAT YOU THINK:

- consider looking @ weight/traffic or closing Main St. parking causing issues on facade*
- look @ closing Main St. during festivals/parades*

look @ Boulder, Co



DOWNTOWN PARKING STUDY

PUBLIC MEETING SUMMARY

COMMENTS

NAME/ORGANIZATION: Carl Baughman

EMAIL/CONTACT: carlb@franklintn.gov

TELL US WHAT YOU THINK:

Please recommend an improvement for proper travel and/or parking on Cummins Street between Fifth Ave. S. and Church Street. Current southbound width does not simultaneously accommodate both travel and parking. One-way treatment has been rejected by both the Downtown Franklin Association (business group) and the Downtown Neighborhood Association (homeowners group). Thank you!



HISTORIC
FRANKLIN
TENNESSEE



DOWNTOWN PARKING STUDY

PUBLIC MEETING SUMMARY

DOWNTOWN PARKING STUDY PUBLIC MEETING

MEETING SIGN-IN		4/10/17
Name/Organization	Email	
Mindy Elson Michael Huff	mmelsoe@gmail.com	
Mort Stein	treeorealty@gmail.com	
Fernie Butler	mindspring.com fernibutler@comcast.net	
Teri Gordon	tgordonlaw@bellsouth.net	
Brad Waldschmidt	brad.waldschmidt@kimley-horn.com	
Jen Porter Ross	Jen@DrinkTo.Me	
GARY SHROEN	gary@fourthavenue.com	
JAY SHERIDAN	jay@sherdanpr.com	
Mindy Tate	minde@franklinfontanorran.org	
Vernon Gerth	Vernon.gerth@franklin.gov	
BRANDON PRIDY	brandon.pridy@9studios.com	
TEFF & JALYN Ledbetter	jiffledbetter@yahoo.com	
Sasha Shuff	Sasha@shuffmusic.com	
J Edward Campbell	Jedward@CampbellK.com	
Kristy Williams	kwilliams@historicfranklin.com	
Marianne DeMeyers	marianne@fincottage.com	
Andrew ORR	andrew.orr@franklin.gov	



DOWNTOWN PARKING AND MANAGEMENT STUDY: RECOMMENDATIONS

Recommendations: Introduction

This memorandum focuses on practical, innovative, and comprehensive recommendations for parking infrastructure, parking management, and parking operations for the City of Franklin to improve and streamline parking within the Study Area. These recommendations are based on the information, data, and stakeholder inputs accumulated from the Existing Conditions Technical Memorandum and the Future Conditions Technical Memorandum generated to document those stages of the Parking Study. This memorandum draws on best management practices from across the country and the previous technical memorandums to synthesize those findings into actionable recommendations for the City of Franklin.



The recommendations are categorized into a three-pronged approach: Parking Infrastructure, Parking Management, and Parking Operations. Additionally, to provide an overarching framework for the parking network, there are either time-bound or policy-bound tracks attached to each recommendation. These tracks are either specifically time-bound or tied to a policy decision. Recommendations tied to policy decisions require the Board of Mayor and Alderman to set a course of action for the parking network and are therefore categorized as such. These policy-bound decisions should be considered in the near term (0-2 years).

Recommendation Track	
Policy Decision	0-2 years
Immediate	0-1 year
Short Term	1-3 years
Mid Term	3-5 years
Long Term	5+ years

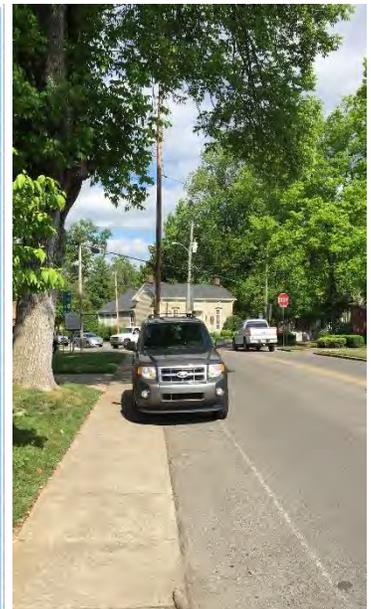
Recommendations:

Parking Infrastructure

Parking Infrastructure consists of the parking or related physical elements of parking. This includes actual on-street parking stalls, off-street parking in a surface lot, or off-street in a parking structure. It also includes pedestrian safety elements, such as crosswalks.

ON-STREET STRIPING PLAN: Immediate Recommendation

An on-street striping plan was created as part of the Existing Conditions phase of this Parking Study. On-street parking spaces were laid out on each street in the Downtown core based on standard on-street parking stall sizes and the City of Franklin Zoning Ordinance requirements for intersection set-backs. This plan is ready for immediate implementation and will improve the overall safety of parking in the downtown area and solve some of the ongoing issues related to parking on sidewalks and in travel lanes.



MID-BLOCK CROSSING ON 4TH AVENUE SOUTH NEAR 4TH AVENUE PARKING GARAGE: Immediate Recommendation

This location has a high rate of pedestrian crossings as they move from the 4th Avenue parking garage to the shops and restaurants across the street. To increase safety for pedestrians, a mid-block crossing should be installed on 4th Avenue South between Main Street and Church Street. A conceptual location and layout is included with this recommendation, but the final location will require additional study to ensure that the crosswalk is in the safest place possible, is well marked, signed, and visible.



Mobility Hubs along Main Street: Short Term Recommendation

To ensure multimodal options are provided adequate facilities at designated locations, the streetscape for the downtown area should include Mobility Hubs, which are pull-off areas outside of the street lanes and connected to the sidewalk network that are designed to accommodate bus and/or rideshare pick-ups/drop offs. These Mobility Hubs can also be utilized for valet service, creating a centralized point for the transition from vehicular mobility to pedestrian mobility in an urban, walkable environment. These locations are also ideal for nearby bike share kiosks. Bike share programs are typically used as a pedestrian amplifier to make localized non-vehicular travel quicker, easier, and more convenient.

Mobility Hubs are a developing trend in multimodal planning because they introduce an element of versatility into the built environment that can be utilized by emerging technologies such as Autonomous Vehicles, like the Ollie autonomous shuttle bus, and public or private micro-transit. By including options for future adaptability, the site will be able to accommodate any future local or regional expansions to mass transit within the City of Franklin and the larger Middle Tennessee region.



Transit Integration: Mid Term Recommendation

Working collaboratively with The TMA Group, the City should work to incorporate future parking facilities (surface and garage) lots in the transit network. A downtown transit circulation, such as the Music City Circuit in downtown Nashville, is a best practice to implement to ensure that new parking facilities are integrated into the Franklin transit network.



SURFACE PARKING LOTS PHASED RECOMMENDATIONS

Phase 1 Finalize Locations and Land Acquisition: Short Term Recommendation

Phase 2 Construction of Surface Parking Lots: Mid Term Recommendation

Public surface parking lots should be added within the Study Area to increase the overall parking supply and to allow for more publicly accessible long-term parking that is not on-street or within the public parking structures. These surface lots are designed to be non-paid parking facilities and should be

accessible to employees of the commercial, governmental, and restaurant facilities within the Downtown area, but also to patrons of those establishments that wish to utilize free parking. These surface parking lots should be strategically situated within the Study Area to maximize walkability, but should generally be on the outer limits of the Downtown grid. The one exception to this is the City-owned property along 5th Avenue North just north of North Margin Street and adjacent to the Rest Haven Cemetery. This site should be converted to a surface lot. The other locations mentioned below for new surface parking facilities are not site specific and are based on the ideal of a quarter mile walking distance, which is a common used measurement for a comfortable walking distance.

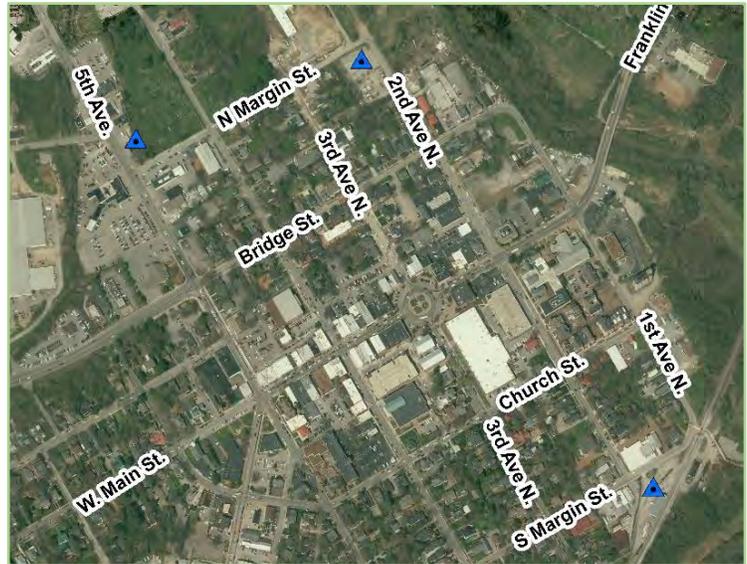
New Surface Parking Lot Policies:

- Non-paid parking facilities
- Incorporated into the sidewalk, greenway, and transit network
- Safely lit and regularly patrolled to allow for late night usage
- Integrate bus parking, so that buses can wait near the historic core patron drop-off locations
- Incorporate into Wayfinding program
- Utilize technology for safety and facility monitoring
- Incorporate bicycle parking and bike share kiosks

Haven Cemetery. This site should be converted to a surface lot. The other locations mentioned below for new surface parking facilities are not site specific and are based on the ideal of a quarter mile walking distance, which is a common used measurement for a comfortable walking distance.

Locations of New Surface Parking Facilities within proximity of:

- 5th Avenue North at North Margin Street/Rest Haven
- 2nd Avenue North at North Margin Street
- 1st Avenue South at South Margin Street



The map shows the overall location of new surface parking, while the conceptual layout show the possible configurations on certain sites that are compatible with the parameters of the Parking Study. The illustrative surface parking lot layouts show an increase of 251 free parking spaces within the walkable are of the downtown core.



GARAGE PARKING- PHASED RECOMMENDATIONS:

**Phase 1 Evaluate parking study recommended phasing and revenue of paid garage parking:
Policy Decision**

**Phase 2 Pursue acquisition of land and begin construction of parking garage along Columbia Avenue:
Mid Term Recommendation**

**Phase 2 Pursue acquisition of land and begin construction of Parking Garage near 5th Avenue North
and Main Street: Mid Term Recommendation**

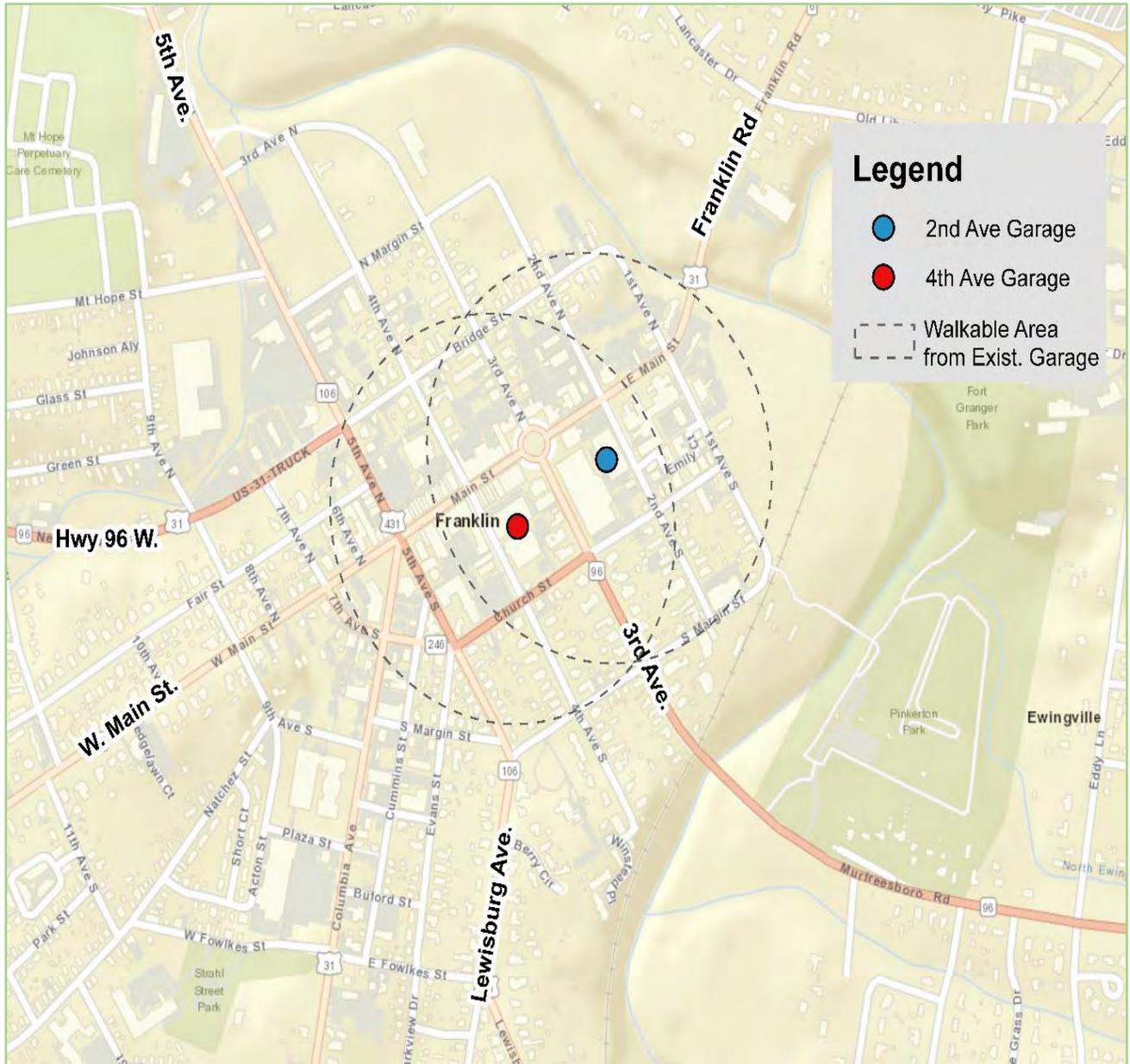
Public garage parking structures should be added within the Study Area to increase the overall parking supply. The addition of these parking structures will allow for more publically accessible long-term parking in locations of high intensity commercial, governmental, religious, and residential uses and activities. These parking structures are designed to be paid parking facilities and should be accessible to the visitors and patrons of the commercial, governmental, religious, and restaurant facilities within the Downtown area for short to mid-term activities. These parking structures should be strategically situated within the Study Area to maximize walkability, but should generally be focused near high activity points. The locations mentioned below for new surface parking facilities are not site specific and are based on the ideal of a quarter mile walking distance, which is a commonly used measurement for a comfortable walking distance.

Locations in proximity to:

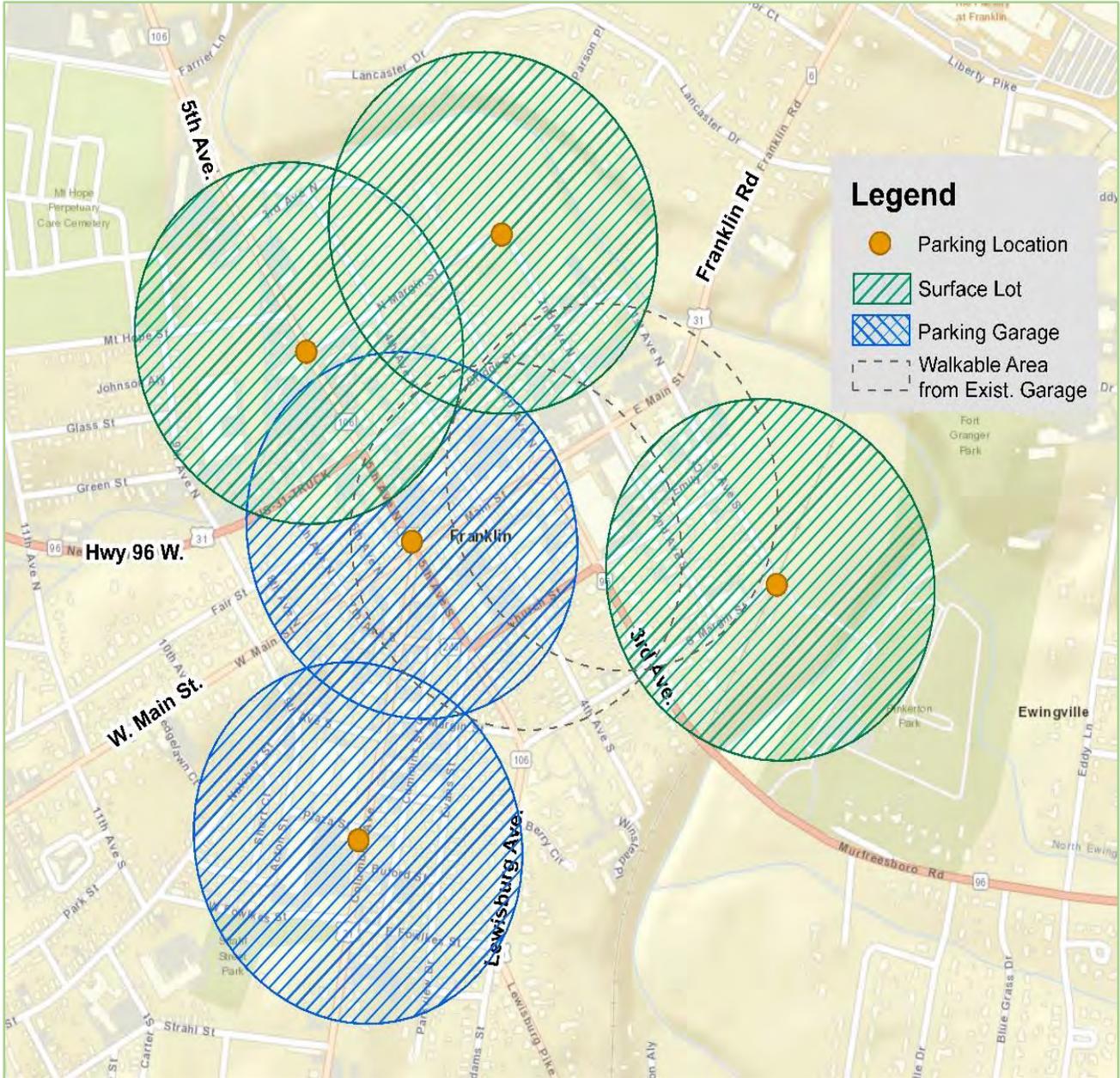
- **North Facility:** 5th Avenue North at Main Street (Approximately \$25,000 per space)
- **South Facility:** Plaza Street at Columbia Avenue (Public/Private partnership or the City should work to acquire space for a public garage.)

New Garage Parking Policies:

- Paid parking facilities
- In conjunction with New City Hall, study expanding capacity of the 2nd Avenue Garage
- Appropriate Safety lighting and regularly patrolled to allow for late night usage
- Incorporate into Wayfinding program
- Utilize technology for payment, lot capacity notification, safety, and facility monitoring
- Incorporate bicycle parking and bike share kiosks



The overarching policy for the addition of surface or structured parking should be to augment the reach of public parking within the walkable, core area of Downtown. This map identifies the two existing public parking garages and the walkable area from those facilities. When identifying locations for additional parking facilities, this method should be utilized to ensure that parking is located conveniently to the high demand restaurants, retail establishments, government facilities, churches, and residential dwellings in the Downtown area.



This map depicts the proposed locations of both surface and garage parking facilities, as proposed by this Parking Study. Each facility is overlaid with a walkable area. Through a combination of surface and garage parking facilities, the City can augment its Downtown parking network to situate convenient and accessible parking for customers, residents, visitors, worshippers, and all community stakeholders

Recommendations: Parking Management

Parking management is the process by which the City organizes the parking network to ensure safe, orderly, and efficient parking.

REVISE ON-STREET PARKING DURATION TO 2 HOUR MAXIMUM: **Immediate**

This Study recommends that the City create immediately reduce the 4 hour maximum time limit for on-street parking throughout downtown. The results of the Existing Conditions Technical Report revealed that 63% of on-street spots are utilized 2 hours or less. These findings demonstrate that only 37% of those using on-street spaces are parked longer than 3 hours. Therefore, a reduction of the maximum parking limit would be an approved immediate action for the BOMA. To increase turnover and to prevent employees of the businesses and offices from utilizing on-street spaces as a primary parking source, the maximum parking limit should be lowered to 2 hours from the existing 4 hour limit.



PARKING AUTHORITY: POLICY DECISION

This Study recommends that the City create a Parking Authority, which is enabled by the Tennessee Code. The exact structure, purview, and make-up of the Parking Authority is a Policy Decision for City Staff and the BOMA. This Study recognizes and this recommendation underscores that some form of central point of contact for the operation and management of the Downtown parking network is needed to enable continued growth and development/redevelopment. Many of the other recommendations in this memorandum are suggested to encourage turnover for on-street parking, encourage long-term parking in garages (for employees, shop owners, courtroom and city hall visitors, and those wanting to stay Downtown for a long period of time), create available spaces on-street for customers, and to pay debts on current and future parking facilities. A Parking Authority was identified by the Best Practices review done by the consultant team as the optimum organizational solution; however, there are other options: such as a Parking Department, a Parking Manager in Administration, or a Parking Division within an existing Department.

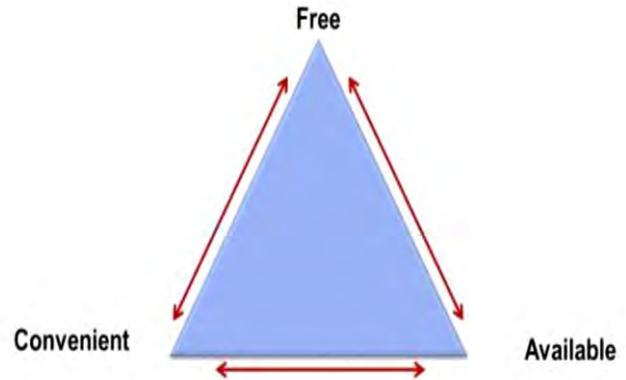
A Parking Authority is utilized by cities around the nation and within the State (Chattanooga). Revenue will be generated from paid parking. Expenses generally include enforcement personnel and maintenance costs. A parking professional should be hired to run the Parking Authority. The creation of a Parking Authority would entail transferring all revenue streams and debt to the authority, likely including on-street spaces and both garages. This would allow for the debt to be issued tax exempt and for the parking system to be its own entity within the City. Additionally, a Parking Authority would be positioned to enter into public-private partnerships to enhance the parking network or to troubleshoot problems as they arise. A Parking Authority could also function as a support system for the creation of additional private parking options and innovations within Downtown. This Study also recommends that a Parking Authority (or a similar point of contact within the City Departmental organization) be responsible for the voluntary residential permit program and the Downtown valet system.

PAID PARKING FOR ON-STREET AND PUBLIC PARKING GARAGES: POLICY DECISION

This Parking Study recommends that paid parking be instituted for selected on-street parking and public parking garages, as detailed below in each separate recommendation.

This Study recognizes that the recent institution of private, paid parking lots within the Downtown core demonstrates that the need for parking is increasing. However, due to environmental constraints, the established historic districts, and the existing roadway network, additional land for parking is scarce in the Study Area.

This Study also recognizes that different areas of Downtown require different Parking Management options. The following recommendations are tailored to specific areas and are provided to allow for the addition of parking in the Downtown network while allowing for each of the options shown in the Parking Triangle.



The following table provides, for comparison purposes, public parking on and off street paid parking rates for similar peer cities around the country.

City	Public Parking		Population
	On-Street	Off-Street	
Annapolis, MD	\$2/hr		39,500
Charleston, SC	\$2/hr	\$1/hr	134,000
Danville, KY	2-hrs Free	\$0.75/hr	16,500
Deadwood, SD	\$0.50/hr	\$5/day	1,300
Franklin, TN	Free	Free	74,000
Lexington, KY	\$1/hr	\$2 - \$3/hr	318,000
New Hope, PA	\$1/hr	\$1/hr	2,500
Newport, RI	\$1.25/hr	\$2/hr	25,000
Plymouth, MA	\$1/hr	\$1/hr	58,000
Portland, ME	\$1.25/hr	\$2/hr	67,000
Portsmouth, NH	\$2/hr	\$1.50 - \$2/hr	21,500
Salem, MA	\$0.50 - \$1.50/hr	\$0.50 - \$1/hr	43,000
Santa Fe, NM	\$3/hr	\$2/hr	84,000
Savannah, GA	\$1/hr	\$2/hr	147,000
St. Augustine, FL	\$2.50/hr	\$15/day	14,500
Taos, NM	\$0.50/hr		5,800
Williamsburg, VA	Free	\$1/hr	15,000

Payment Structure

On-Street Parking

On-street parking should function as a convenient and available option, but should not be free after the first hour. This scenario aids in the turn-over of parking spaces. The on-street parking in Downtown should function as the short-term paid option for visitors and patrons. Long-term parking is thereby funneled to parking garages or the new public surface parking lots. This Study recommends phased roll-out of payment locations:

Location	1 st Hour	Price/Hour thereafter
Phase 1: Main Street	Free	\$2.00
Phase 2: Streets Intersecting Main Street 1 Block in either direction	Free	\$2.00
Phase 3: All other Streets	Free	\$1.50

Garages

Garage parking should function as a convenient and available option, but should not be free after the first hour. This scenario aids in the turn-over of parking spaces. The garage parking in Downtown should function as the long-term paid option for visitors and patrons. Short-term parking is thereby funneled to on-street spaces. This Study recommends phased conversion to paid garage parking in concert with the conversion of paid parking for on-street parking, as described above. The Parking Authority/point of contact should coordinate with stakeholders currently using designated parking areas in existing garages prior to implementation of this recommendation. The following pricing system is recommended:

Duration	Price
0-1 hour	Free
1-2 hours	\$1.00
2-3 hours	\$2.00
3-4 hours	\$3.00
4+ hours	\$7.00

New Surface Lots

New surface parking lots should function as a convenient and free option, but should not be located directly in the high-intensity parking demand locations. The new surface lots are design to be free, but not the most convenient parking option. These lots offer a free option to patrons and visitors, but also are an option for employees within the downtown area. These surface lots should be fully integrated into a sidewalk, bicycle, and pedestrian network to ensure it is a viable alternative for parkers in downtown. A more detailed discussion of the surface lots can be found earlier in this memorandum.

ENFORCEMENT: POLICY DECISION

Parking enforcement should remain with the Franklin Police Department. The overall enforcement timeframe should be extended to 9 am until 9 pm Monday through Saturday. To ensure the churches in the downtown are not overly impacted, parking enforcement should not occur on Sundays.



Additionally, the City should review the parking violation and fine schedule to ensure that the rates are maximized to ensure compliance with parking statues. This becomes more urgent with if the BOMA elects to enact paid parking. The parking violation and fine schedule should be reflected of the paid parking rates to ensure scofflaws do not take advantage of paid parking spaces. Many peer cities have parking violations, set on a graduated scale. This graduated scale offers a one-time fee violation forgiveness for the first violation

PARKING AMBASSADOR PROGRAM: SHORT TERM RECOMMENDATION

To enhance the overall function of the parking network, the City of Franklin should adopt the “Ambassador Program” model for the downtown. Many cities across the United States are attempting this new way of addressing their enforcement and parking dilemma as a whole. The City can partner with existing programs run by the Convention and Victors Bureau (CVB) and the Downtown Franklin Association to fully design a Parking Ambassador program. By teaming with these vital and outstanding community organization, duplication of services may be reduced.

The mission of an Ambassador Program would be to provide hospitality, tourism, and public safety services to local citizens, businesses and visitors. A comfortable and weather-appropriate uniform or other method to make Ambassadors clearly identifiable would be necessary. However, it is also important that they are not imposing or seem police oriented. The goal is for them to be identifiable but approachable in both how they look and act.



The primary goals of an Ambassador program are to promote the area, resolve concerns, and help make the downtown area a better and friendlier place to live, visit, shop and conduct business. The following are examples of encouraged behaviors of Ambassadors:

- To greet visitors and offer customer service
- To give a friendly face to many people’s initial interaction with the downtown
- To give accurate directions to visitors and direct visitors to destinations and long-term off-street parking options available
- To provide information and generally explain local traffic and parking information
- To distribute city brochures and maps

RESIDENTIAL PERMIT PROGRAM: Mid Term Recommendation

In order to protect the Downtown residential blocks from intrusion of customer, visitor, patron, or employee vehicles parked on-street, a resident-driven permit system is recommended by this Study. At the request of a residential block and in partnership with the residential property owners, the Downtown Franklin Association, and the City, a permitting system could be instituted to protect residential on-street parking. This permit program requires a central point of contact, such as a Parking Authority or specified City Department.

POLICY CHANGES: POLICY DECISION

The following recommendations are related to specific policy changes and are categorized by regulatory document. Each policy recommendation is based on the Existing and Future Conditions findings and formulated through the consultant team’s understand of parking industry best practices.

Zoning:

Zoning Ordinance changes will allow the City to work cooperatively on parking with the property owner and/or developer for site specific developments. These policy recommendations are made with the understanding that zoning is, by design, a piecemeal and market-based effort. The City should be conscious that parking in a Downtown environment is different than in other section of the City and it should be treated as such in the ordinance.

- Clarify zoning standards to codify an exemption of existing uses and square footage.
- Adding specific zoning regulations and process for:
 - Tenant build-outs
 - Certificates of Occupancy
 - Change of Use / New business license
 - Any other required City permitting

- Clarify that new square footage for any use and/or building either provides the required parking or provides a shared parking agreement showing accounting of the required parking.
- Require Change of Use to provide/account for parking
- Codify the ULI Shared Parking framework as the basis for shared parking (discreet vs shared parking)
- Explore an In-Lieu of Parking Fee Option as part of new zoning ordinance.
- Look to identify Best Practices (Greenville, SC; Burlington, VT; Beaufort, SC)

Zoning and Municipal Code:

In a Downtown environment, Valet and Ride Share services, such as Uber, Lyft, or Hytch, are both a convenient and efficient parking management tool. The following recommendations are provided for either Zoning or Municipal Code consideration/adoption (as applicable):

- Central point of contact, such as a Parking Authority or City Department, should control for overall oversight of valet parking. This includes accounting of spaces and allocation of those spaces for the businesses, enforcement, and contracting authority/agreements.
- Pause any new agreements until a central point of contact, such as a Parking Authority or City Department, is enacted and/or new parking facilities are built. Prior to instituting new valet agreements, the central point of contact should review existing valet agreements (Special Permits) and make recommendations to BOMA on any updates to existing valet agreements.
- Limit portion of reserved parking spaces in public garages (per ULI reserved parking in the shared parking analysis).
- Limit valet to CFCO Special Areas 1 and 2, per the Zoning Map.
- Valet/Ride Share drop-offs:
 - Prohibit in any roadway travel lane or striped on-street parking space.
 - Not permitted along Main Street, until Mobility Hubs are integrated into the Streetscape.
 - Require a plan and agreements to be on-file and up-to-date with the City. Out of date agreements should require immediate cessation of a valet operation.
 - A Valet Parking Attendant must be on duty during business hours.

Loading Zones

Loading zones are essential for the function of commercial, restaurant, and office uses within the Downtown area. This is a big issue with big impacts. The following steps are recommended by this Study

- Creation of a partnership study between the Downtown Merchants Association, Main Street Association, Business Owners, Property owners, and the City to work through this issue and reach a more comprehensive solution than was possible with this Parking Study. In the interim, based on Best Practices and some individual stakeholder interactions, the following short-term solutions are offered.
- Interim Recommendations:
 - Increase enforcement and monitoring of safety issues due to the blocking accesses/fire lanes.
 - Enforce vehicle class limits throughout Downtown.
 - Create permitting system to allow for off-peak loading times. This will require a working group with business/delivery services to determine locations and logistics.

TECHNOLOGY RECOMMENDATIONS: LONG TERM RECOMMENDATION

Much like other aspects of life in 2018, parking has emerged as an area of technological change and innovation. The following are recommendations for the City to institute, as appropriate, to aid in the efficient management and operation of the parking network in Downtown.

- Pay-by-Phone Capabilities
 - Allows notifications to remind users that meter is expiring
 - Ability to pay for parking while walking to destination and extend meter without revisiting the space
 - Ability to have no actual meters distracting from the streetscape in the Downtown if desired or could have as an added service, alongside meters.
- Smart Parking Meters
 - Option to include along with pay-by-phone or this can be done as a stand-alone system for paid on-street parking
 - Allow for credit card payment
 - Ability to have different costs for different hours of duration to encourage off-street parking for longer durations
 - Utilize multi-space meters to accommodate an entire block face
 - All meters in the study area can be managed from a central computer



- Automated Parking Guidance Systems (APGS)
 - Allows patrons and visitors to see not only where parking is available but also how much is in a particular garage
 - Create more efficient garage as every space can be filled
 - Can be connected to other “smart city” notification tools such as a parking website or an app for tourists/visitors to find parking options from mobile devices.



- Electronic Citations

Conversion to an “app” based electronic citation system. In the past few years, many citation systems have begun offering “apps” for parking enforcement that can be used with most Android- and Apple-based cellular phones and tablets. The “apps” are downloaded, accessed, and used in very similar ways to most other smart phone apps. This type of system can be a great option for Franklin, as it can significantly reduce upfront costs. The traditional electronic handheld ticket-writer can be quite expensive when compared to the cost of a standard smart phone. In most applications, both the enforcement software as well as the back-end management system, are stored remotely and accessed through standard web-browsers, thereby significantly reducing the up-front hardware costs for new computers and equipment.

Parking management systems are typically networked to a service provider’s central server computer, which can often be networked to exchange information with the local DMV-directory-license-lookup services. These services supply addresses, facilitating follow-up letters, collection efforts, etc. Some service providers can also perform all of the processing between the citation and the money collection, off-loading the related overhead, for small fees passed on to the payer or for portions of the ultimate collection amounts.

The most significant advantages over the old handwritten systems are as follows:

- Information is automatically downloaded directly to the system, avoiding data entry errors and transcription errors from sometimes-illegible handwritten citations;
- Most systems are programmed or modified specifically for the client; and
- Options, such as scofflaw programs, are included with a permit database, so no citations will be written on permitted vehicles. Handhelds can record occupancy data with special time intervals so the handheld keeps track of warning time (like chalk marks on tires). Some systems also use bar code reading of licenses or permits.

Anticipated the cost of a handheld electronic citation is approximately \$5,000 per handheld device, and a one-time fee of approximately \$5,000 for back-end processing and reporting software.

Using handhelds for parking enforcement is a Best Practice that is employed by many cities including Arroyo Grande, CA; Santa Rosa, CA; Pittsburgh, PA; Washington, DC; Baltimore, MD; Chicago, IL; Seattle, WA; Urbana, IL; and Easton, PA, to name a few.

- License Plate Recognition

Utilize mobile license plate recognition (LPR) technology to enforce on- or off-street metered parking. As an alternative to updating the electronic citation system, the City may also consider mobile LPR for enforcement.

Mobile license plate recognition (LPR) technology has made the enforcement of pay-by-plate, pay-by-cell, time limit and license plate permit parking remarkably efficient and cost effective.

Mobile LPR utilizes vehicle mounted cameras that read and record license plate numbers as an enforcement vehicle ‘patrols’ the streets. The cameras are typically placed on the left and right side of the patrol vehicle and record the rear (and/or front) license plates of parked vehicles. System software compares the plate number to databases of paid or permitted license plates, to determine if the vehicle has the right to park in that particular location at that particular time. A processor is installed in the vehicle’s trunk or in the floor, and a laptop is installed on the dashboard, between the front seats.

The LPR software can integrate with multi-space meter software, pay-by-cell software, permit software and other databases, (i.e. law enforcement agencies) to not only identify paid and unpaid parkers, but also stolen or otherwise significant license plates (Amber Alerts or other ‘Be on the lookout’ (BOLO) vehicles. If the LPR camera reads a plate that is not recorded as registered or paid, or has been otherwise identified as searchable, an audible alarm (“ping”) sounds to alert the driver, who can then take the appropriate action.

LPR can also be used to enforce time restricted parking, as the software time stamps every image and can be programmed to identify license plates that parked beyond municipal time limits. Furthermore, cameras can be used to record and compare images of a vehicle's size, shape and color, taken over the course of time, to determine if the vehicle has exceeded the time limit. Another camera option, ‘electronic chalking’, captures the images of valve stems on tires to determine if the vehicle has moved over the course of time.

LPR equipment works at speeds in excess of 60 MPH, which is obviously not possible in downtown Franklin, however would be much more efficient than foot patrols.



Furthermore, the safety of the on-foot enforcement officer is in jeopardy when they are on location issuing a citation. One vehicle could theoretically cover the same territory of five or six enforcement officers on foot-patrol; however, vehicular traffic, traffic controls and the need to park the enforcement vehicle to issue citations, could reduce the efficiency. Also note that while LPR is an efficient enforcement tool for paid and time-limit parking, many other infractions such as no parking, ADA parking, loading zone, hydrant, etc., will still need to be manually (visually) inspected.

Recommendations: Parking Operations

Parking operations comprises the inner-workings of the parking network.

COMPREHENSIVE WAYFINDING SIGNAGE: MID TERM RECOMMENDATION

A comprehensive wayfinding program is a critical element for the success of the parking network in the Study Area. A wayfinding program will connect parking areas with attractions throughout the Downtown area, including historic sites, governmental facilities, shops, restaurants, parks, churches, and all other points of interest. This recommendation is that wayfinding be a partnership among the Downtown Franklin Association, the Downtown Merchants Association, the Heritage Foundation, and the City.

A key component used to market parking is to provide consistent signage identifying public parking areas within the Downtown. This gives the City an opportunity to help guide a driver in the decision process as where to park in the Downtown.



While the City currently has several directional signs for public parking, the placement and size are likely to go unnoticed by visitors or are recognized too late. This recommendation suggests the development and implementation of a consistent sign package that identifies and communicates the presence of the public parking garages early in the approach of the Downtown.

There are typically three levels of signage related to parking planning.

1. Vehicular Destination Signage - such as wayfinding signage;
2. Public Parking Directional Signage – specific to finding public parking; and
3. Public Parking Arrival Signage – located at the lot itself.

While all three levels of signage play a key role in identifying public parking, without the destination or arrival signage, the system does not work.

Destination Signage

The destination or wayfinding signage can be brief, precise, and appropriate, such as “Public Parking” or “Free Public Parking” and include a prominent “P” parking symbol. A key to the signage plan is to develop a specific design and consistently use the design to identify public parking within the Downtown area. This can include incorporating the logo of the city of Franklin to further brand efforts beyond parking. Destination signs direct visitors to the Downtown and promote placemaking. These signs should be located before the arrival of the vehicle in the Downtown. This informs the driver early in the approach process as to the availability of free garage parking and helps guide them to their destination.

Directional Signage

Public parking directional signage is designed to navigate patrons to public parking. This type of signage is useful when the public parking lots are not located along the main streets as is the case with Franklin. The directional parking sign features the same blue circle with the “P” along with a directional arrow. In this case the sign is mounted to an overall wayfinding sign.

Another option that is becoming more popular across the United States are automated parking guidance systems. An automated parking guidance system (APGS) is an automated information network that provides parking availability and directional guidance to motorists at key decision points throughout a parking facility (or Downtown). APGS utilizes dynamic signage to display occupancy information and/or directional arrows at the key decision points so that motorists know what to expect and where to find parking as they drive to or through a facility. The knowledge of an exact number of available spaces would act as further encouragement to park off street.

Arrival Signage

Public-parking-arrival signage are the last signs a driver would see when approaching a parking garage or lot. These signs indicate where the garage is located on the street and, if APGS is involved, indicate the number of available spaces.

Signage and Wayfinding Overview

The overall design of signs, including colors, font, and logo should be considered when adding parking destination and directional signage to add to the overall branding experience in the Downtown.

Some business owners have private parking signs posted on their lots designating the desired end user. While the signs are helpful, they discourage the use of the lots for patrons of another establishment or after the hours of that establishment. The message seems to be that parking is reserved at all times and the public is not allowed to park on the lots.

It is important that the following general rules for signage design and placement are followed when planning the streetscape improvements:

- All signage should have a general organizing principle consistently evident in the system.
- Signage should begin early in the arrival process to allow users to understand their parking options and to enhance the sense of place while entering the Downtown.
- Directional signage for both pedestrians and vehicles must be continuous (i.e., repeated at each point of choice) until the destination is reached.
- Signs should be placed in consistent and therefore predictable locations.
- Signage is easy to understand and communicates that parking is open to the public, often including the universal “P” for parking and possibly APGS, indicating space availability.
- Signs should be placed perpendicular to the traffic for better visibility.



SAFETY: IMMEDIATE AND ON-GOING RECOMMENDATION

Safety is an element of critical importance in the cohesion and success of the parking network. Therefore, this recommendation is suggested both to be undertaken immediately and to be an on-going implementation factor as each new element of the parking network is instituted.

Parking Safety Policies and Best Practices:

- Review site lighting to ensure full illumination of facility
- Continue regular foot/bicycle patrols of the Downtown area
- Add call boxes to existing and future parking facilities (in conjunction with any added to the greenway/Riverwalk trail)
- Upgrade pedestrian infrastructure to ensure ease of access for all persons.



Sorry

THIS LOT
IS

FULL