

DRAFT

Franklin St. Design Options

Council Presentation – October 12, 2022



WELCOME
Downtown
CHAPEL
HILL

Agenda



Timeline and background



Design options for the future of Franklin St.



Guidance needed on whether to pursue maintenance transfer from NCDOT to Town

Recent Franklin St. Decisions and Actions

October 2019

Chapel Hill Downtown Partnership petitions Town to consider bike lanes on W. Franklin St.

April 2020

Bike lane design approved by NCDOT but resurfacing is delayed to 2021. Project is delayed again in 2021 due to OWASA project

August 2020

A temporary walkway is installed on Franklin St. in response to Feet on Franklin, which later receives multiple ADA compliance complaints

Fall 2021

Town petitioned by CHDP to explore maintenance transfer, staff conducts an initial feasibility and budget analysis

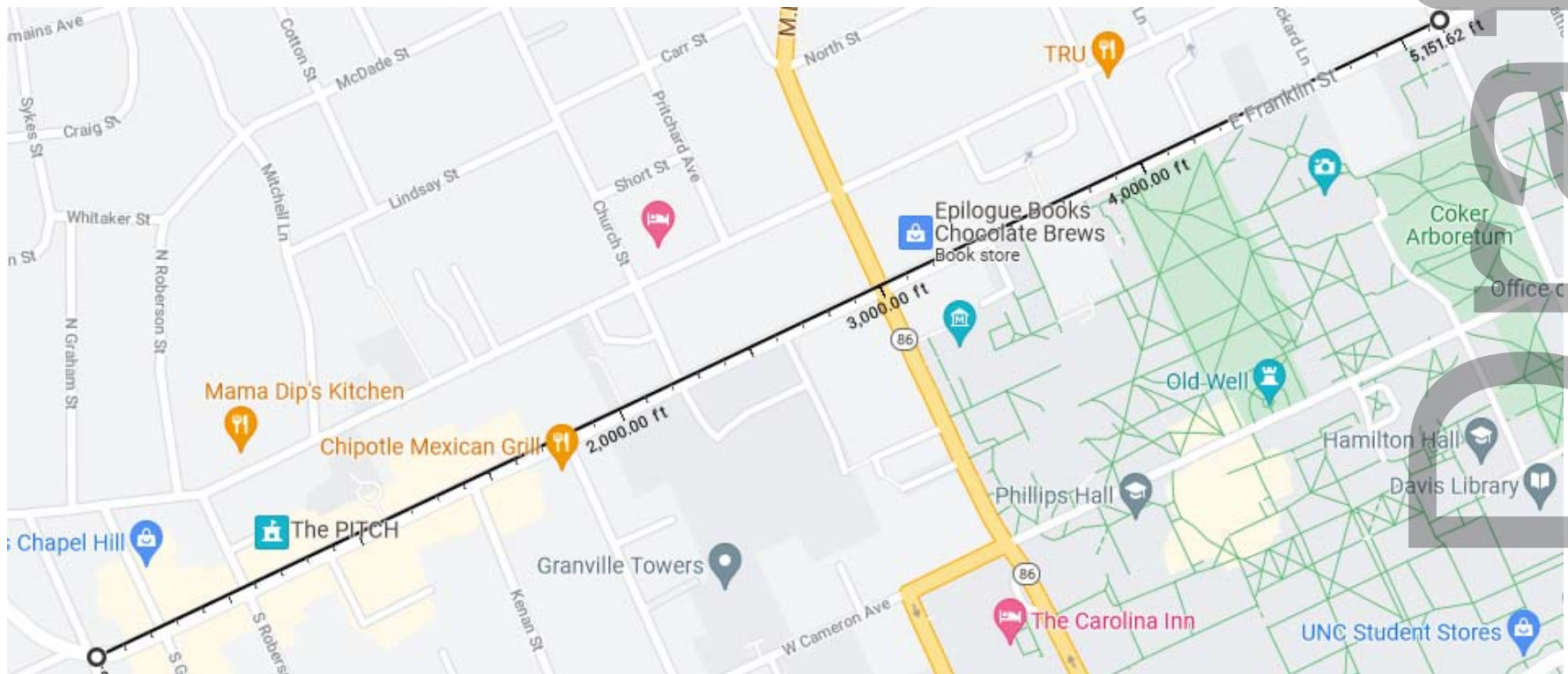
Summer 2022

Town staff is directed to continue exploring challenges and opportunities. Franklin St. is resurfaced by NCDOT, curb running bike lanes are installed.



Current Maintenance

- NCDOT currently maintains curb to curb
- Town maintains and replaces sidewalk and curb



Responsibility Changes

- **What we already pay for:**
 - Sidewalk and brick
 - Street sweeping, trash and recycling, pressure washing
 - Parking space, loading zone and other painting
 - CHDP pays for planter upkeep
 - Tree maintenance
- **What we would add:**
 - Stormwater infrastructure
 - Signal adjustments
 - Crosswalk paint maintenance
 - General maintenance of the street (ie ongoing resurfacing, snow removal) including bike lanes





Current Challenges

- Town and NCDOT have **different philosophies** for Franklin St. (destination versus throughway)
- **NCDOT must approve** all right of way projects, including Transit stops
- **Aging** stormwater infrastructure
- **Innovative concepts** require NCDOT approval and are **not easily achieved**
- NCDOT's funding sources **do not allow** use of the street itself for **commerce**

Potential Cost:

\$
\$\$
\$\$\$
\$\$\$\$

Technical Difficulty:

% (Not Difficult)
%% (Slightly Difficult)
%%% (Difficult)
%%%% (Very Difficult)

Franklin Street Options

Keep Bike Lanes & Add Certain Bike/Ped Improvements

Maintains current design; encourages biking



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Do Not Transfer Maintenance

Bike Lanes & Innovative Pedestrian Facilities

Encourages biking, pedestrian safety, and creates visual interest



Depends on Design

Bike Lanes & Parklets

More commercial space; visual interest; traffic calming



Transfer Maintenance

On-Street Multi-Use Path

Promote pedestrian safety



Transfer Maintenance

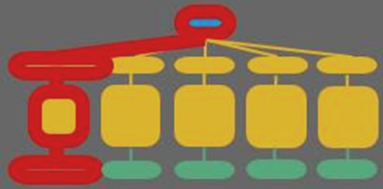
Reconstruct Franklin Street

Sidewalk space; visual interest; traffic calming



Transfer Maintenance


All potential changes to Franklin Street must be ADA compliant and may incur unintended consequences.




Keep Bike Lanes & Add Certain Bike/Ped Improvements

 Franklin Street remains 2 lanes of traffic, a turning lane, and bike lanes. Certain bike/ped improvements can be added, like stamped crosswalks

 Encourages bicycle use, promotes traffic calming and safety

 No capacity for expanded dining or commerce on the asphalt

 Low additional cost

 Low difficulty: Town crews maintain current Franklin St. design

 Recommendation: Do not transfer maintenance from NCDOT to Town



Bike Lanes & Innovative Pedestrian Facilities



Franklin Street includes bike lanes and some additional pedestrian amenities, such as art in the right of way and major intersection safety improvements



Increases pedestrian safety, encourages bicycle use, and creates visual interest and a vibrant downtown space



Major pedestrian facilities require engineering and professional installation



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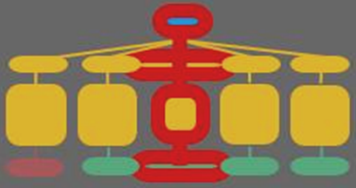


%% in difficulty: options include installment of creative crosswalks and curb extensions at some intersections and more art in the right of way



Recommendation: Depends on exact design options

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Bike Lanes & Parklets



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Franklin Street includes bike lanes and parklet dining or commerce areas on the asphalt



Creates more space for restaurants and commerce, creates visual interest and adds vibrancy to the street, promotes traffic calming and safety



Would require bike lane redesign and restriping to accommodate curbside parklets; redesign would likely require removing additional parking spaces



\$\$\$ (Town and businesses)



%% in difficulty: non-flammable platforms are constructed on asphalt along curb to bring them up to sidewalk height, bike lane is moved temporarily next to traffic lane, and specified parking spaces are removed.



Recommendation: Transfer maintenance from NCDOT to Town



On-Street Multi-Use Path



Franklin Street features a multi-use path on the asphalt of the street to serve pedestrians and cyclists



Increases foot traffic on Franklin Street, work as a form of traffic calming, may provide additional sidewalk space for dining and commerce



Difficult to make visually appealing, negative feedback from bicyclists in previous version



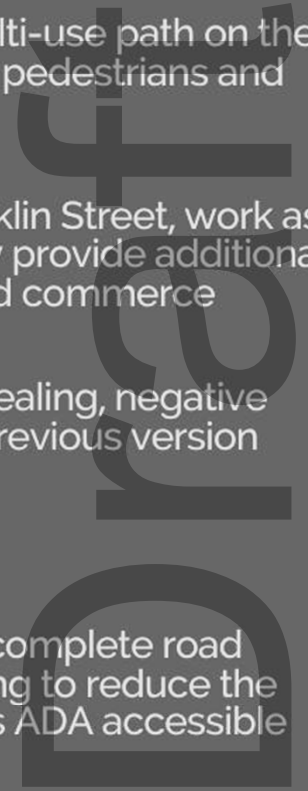
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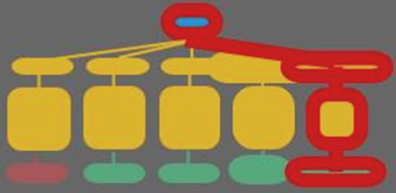


%% in difficulty: Requires complete road reconstruction and resurfacing to reduce the crown so the multiuse path is ADA accessible



Recommendation: Transfer maintenance from NCDOT to Town





Reconstruct Franklin Street



Rethink everything from building face to building face, such as sidewalks, green infrastructure, storm water systems



Allows for traffic calming; provides additional sidewalk space for commerce; creates visual interest and vibrancy



Significant funding and time required for construction and impact on Franklin St. movement and businesses



\$\$\$\$+



%% in difficulty: requires the complete reconstruction of roadway, sidewalk, curb and gutter, storm water and utilities infrastructure



Recommendation: Transfer maintenance from NCDOT to Town

Franklin Street

Cost Estimates for Town Maintaining Franklin St.

One-time upgrades

- Resurfacing to reduce crown: \$825,000
- Geo-technical analysis: \$12,000
- Drainage system analysis: \$32,000
- Critical stormwater system replacement: \$1,830,000

Annual costs

- General street maintenance: \$75,000
- Traffic signal maintenance: \$27,000
- Pavement marking maintenance: \$6,000
- Stormwater maintenance and crew member: \$83,000

Total 2022
Resurfacing Cost for
W. Franklin St:
\$450,000

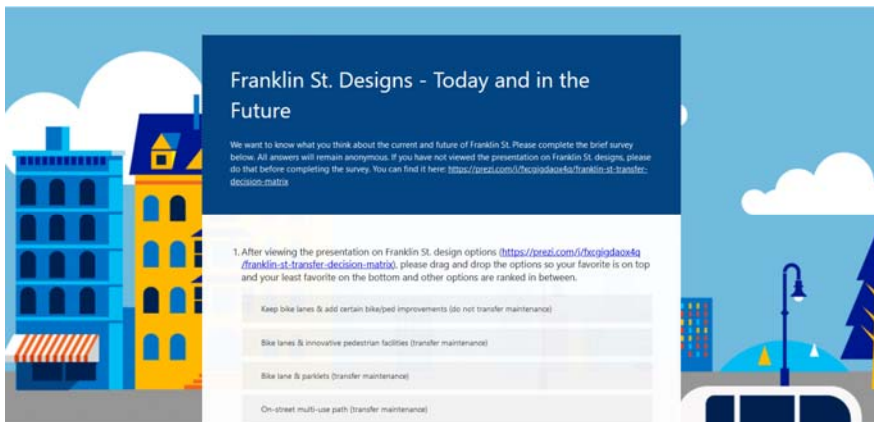
Total: \$2.7M

Total: \$191K

**Funding source has not been identified*

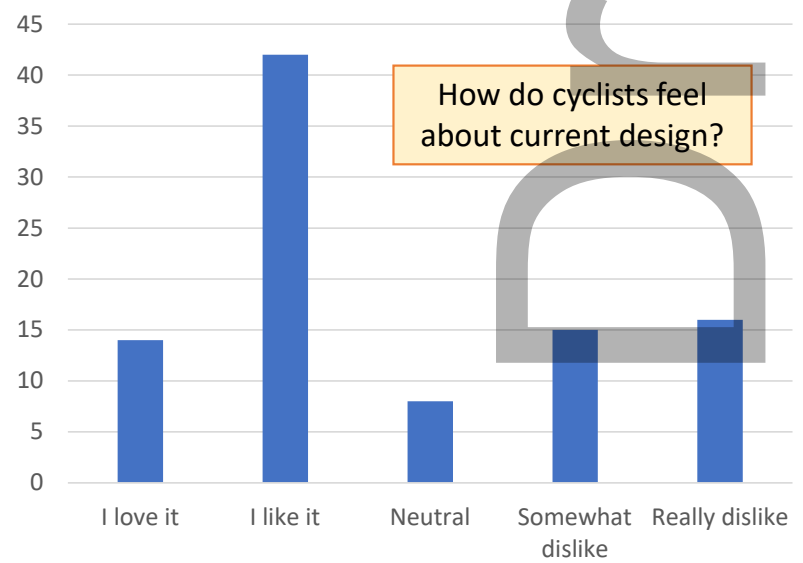
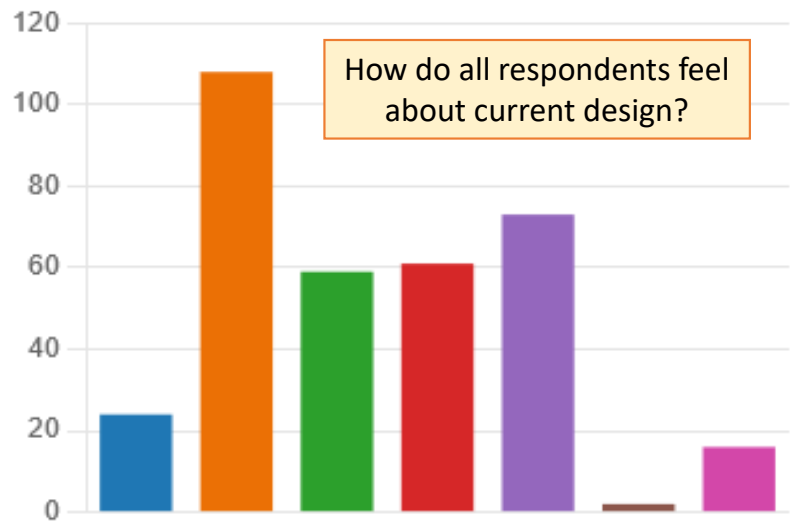
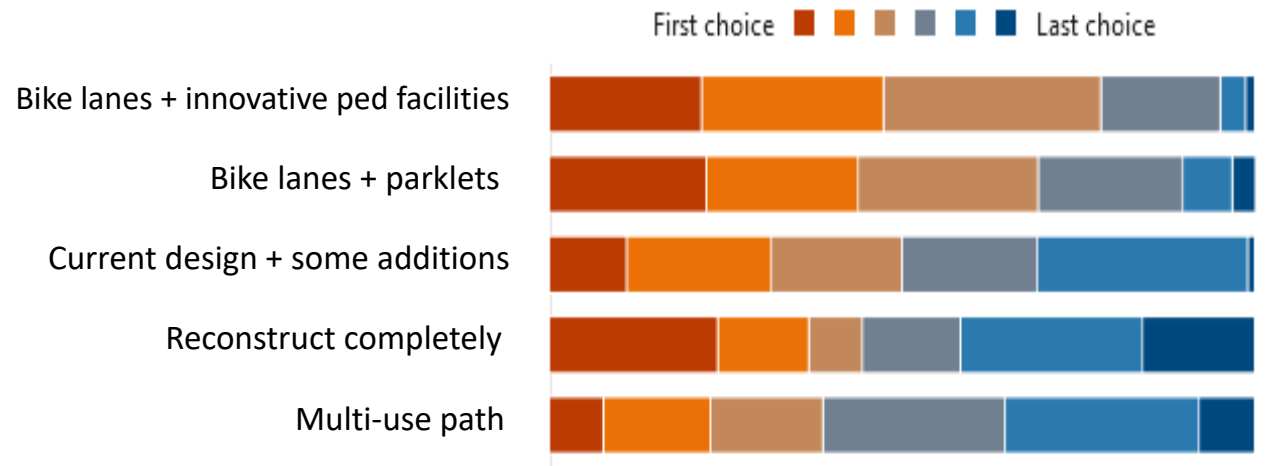
Some Community Input

- Publicized brief survey starting September 23 with design options
- 348 responded by October 7
- Respondents predominantly white and over 35 years old
- Utilized FlashVote for 48 hours to ask basic design opinions
- Demographically balanced 362 responses



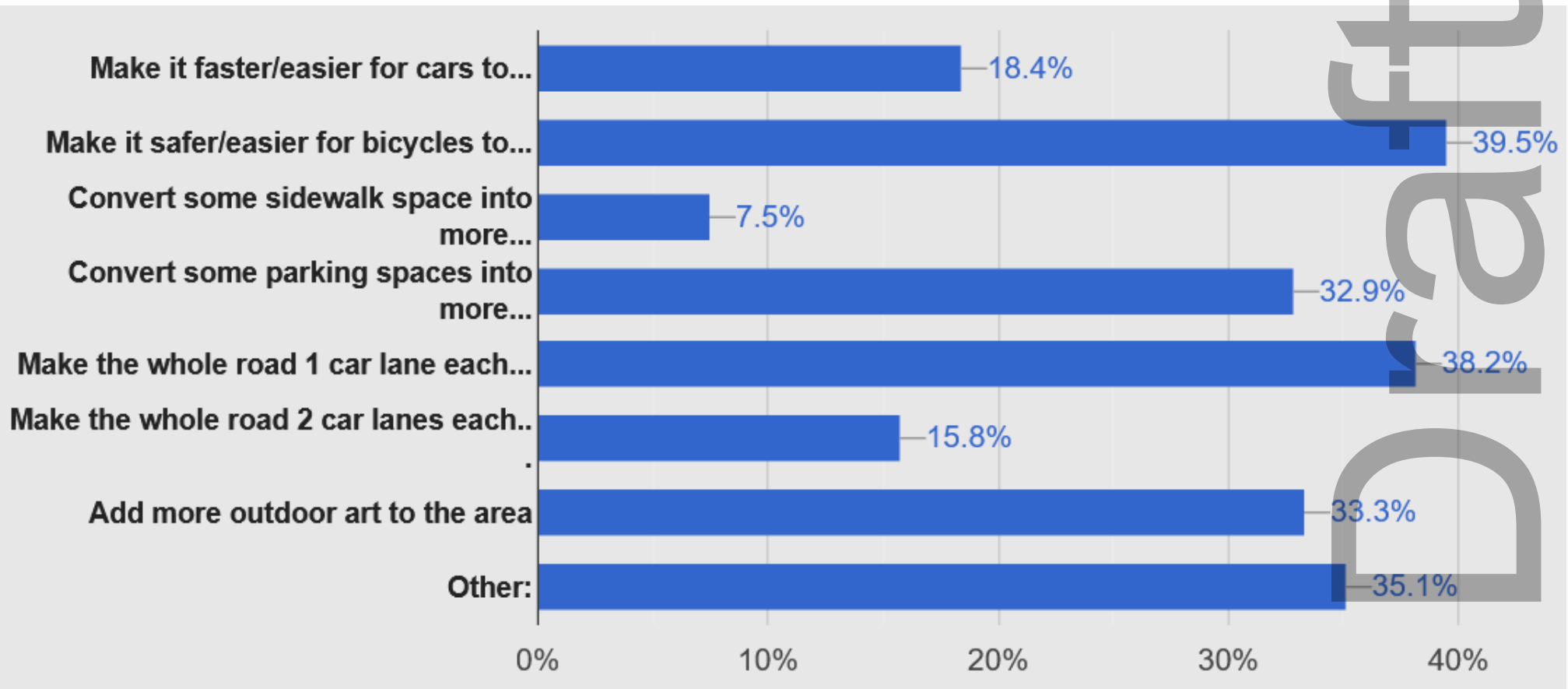
Survey Results

- I love it
- I like it
- I am neutral about it
- I somewhat dislike it
- I really dislike it
- I have not seen it yet
- Other



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FlashVote Results



How do we transfer maintenance?

- Identify funding
- Council must approve a resolution
- NCDOT gets approval from their advisory board



Our Ask Tonight

- Give feedback on the various options
 - Which would you like staff to explore more?
 - What other cost information would be helpful?

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