



Overview of decision at hand



Effects of resurfacing and restriping



Next steps

Immediate Decision Needed for Resurfacing

NCDOT is resurfacing W. Franklin St. between May and August. How do we want them to repaint after resurfacing?

2 lanes of vehicle traffic, select turn lanes & curb running bike lane

2 lanes of vehicle traffic, select turn lanes & traffic running bike lane

4 lanes of vehicle traffic, center turn lane & no bike lanes

Curb-running

+Safer for cyclists because of parking buffer -Decreased street parking -Requires additional time and money for

design work

Traffic-running

+Maintain pre-Covid street parking +Design essentially complete -Less safe than curb-running for cyclists

5-lanes

+No additional Town funding needed +Transit stops can maintain current design -No bike lane -Design will not match up with Carrboro -Less safe for pedestrians because of wider crossing distance



Curb-running Traffic-running

- Additional funding needed for signal plans and Merritt Mill median engineering (\$32,000 - \$37,000)
- Funding for signal plan implementation and median construction (\$TBD)
- Re-engineer Transit stops

5-lanes

 No additional Town work required



Resurfacing/Restriping DOES:

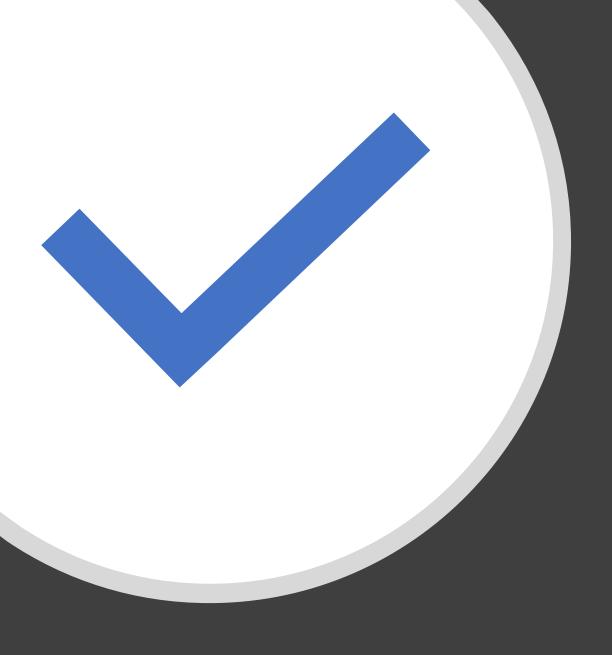
 Allow NCDOT to pay for and oversee the work instead of the Town

 Set West Franklin Street up for testing and evaluating potential future designs

- Improve safety for all road users
 - Vehicle crashes decreased by 48%
 - Bike/ped crashes decreased by 33%
- Prevent the road from reverting to pre-COVID 5-lane design
- Reduce on-street parking (curbrunning bike lanes only)







Next Steps

- Engage Ramey Kemp & Associates to design preferred option
- Submit approved pavement marking plans to NCDOT by March
- Continue to explore maintenance transfer
- Design public input process for future design of Franklin Street
- Return to Council in spring