

DRAFT

# West Franklin Street Restriping

Council Work Session

February 2, 2022



# Agenda



Overview of decision  
at hand



Effects of resurfacing  
and restriping



Next steps

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# 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

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## 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

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# Resurfacing and Restriping



# 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 (curb-running bike lanes only)







# Resurfacing/Restriping DOES NOT:

- Affect future design of Franklin Street
- Affect sidewalk dining as it is currently operating
- Mean that the Town will not transfer maintenance of the street from NCDOT in the future

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## 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

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