

An aerial photograph of a city street, likely Franklin St. in Chapel Hill, North Carolina. The street is lined with modern, multi-story buildings featuring large windows and balconies. A blue and white bus is visible in the middle of the street, along with several cars. The scene is captured during the day with clear lighting. The text "Franklin St. Considerations" is overlaid in white, sans-serif font across the center of the image.

Franklin St. Considerations

Council Presentation – January 5, 2022

Agenda



Timeline of recent Franklin St. decisions and changes



Information on W. Franklin St. restriping and multi-use path potential



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

October 2019: CHDP petitions Town to consider bike lanes on W. Franklin St.

April 2020: Traffic-running bike lane design submitted to/ approved by NCDOT but resurfacing soon delayed to 2021

May 2021: NCDOT delays resurfacing due to OWASA project in Carrboro to 2022

October 2021: Town petitioned by CHDP to explore maintenance transfer

March 2020: COVID Begins

August 2020: Temp walkway installed on Franklin St. in response by Feet on Franklin

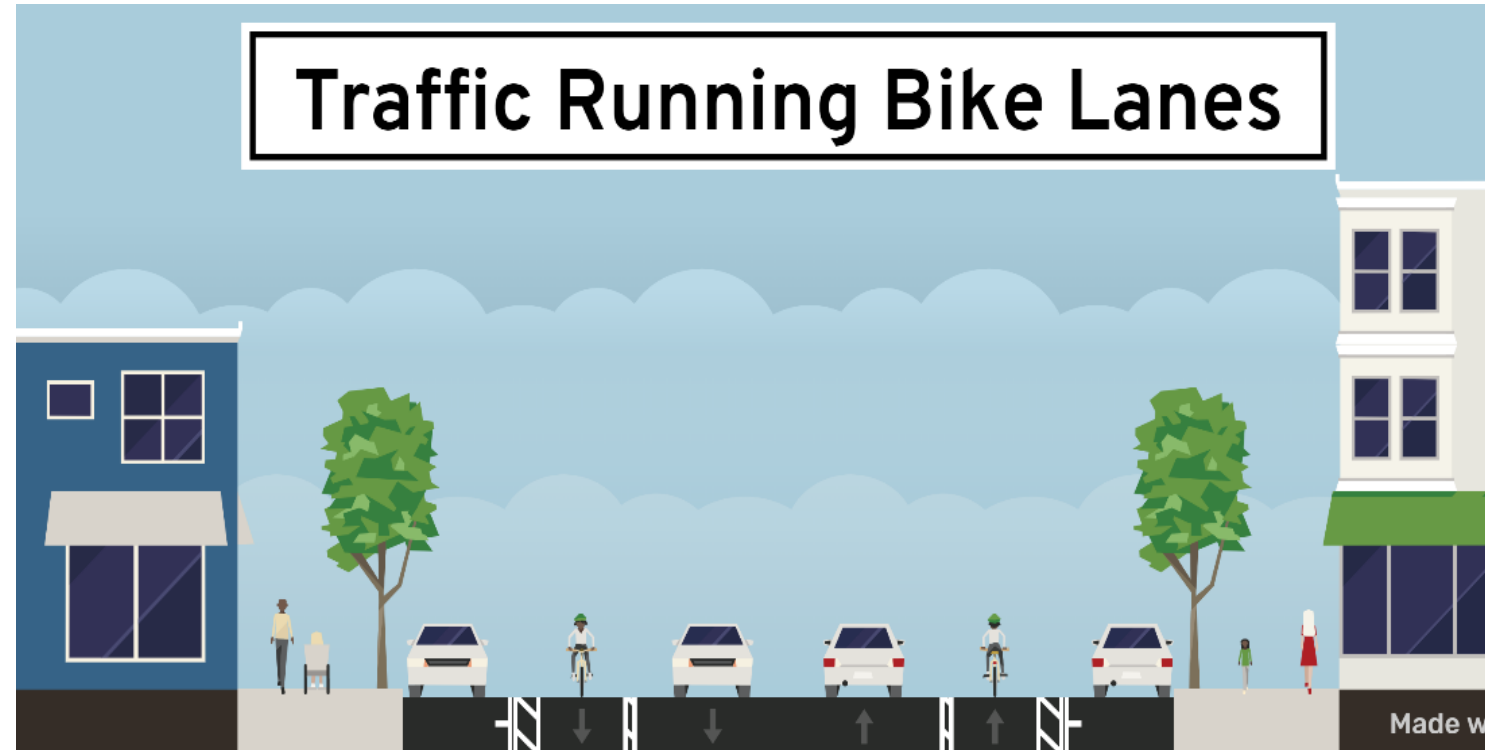
September 2021: Town receives multiple ADA complaints about temp walkway

West End Restriping Decision Needed

Traffic-running bike lanes:

Plans are already approved, just need minor tweaks

- Advantages:
 - Fewer conflicts with driveways
 - Parking minimally affected
 - Bikes are more visible
- Drawbacks
 - Bikes not physically separated from moving traffic

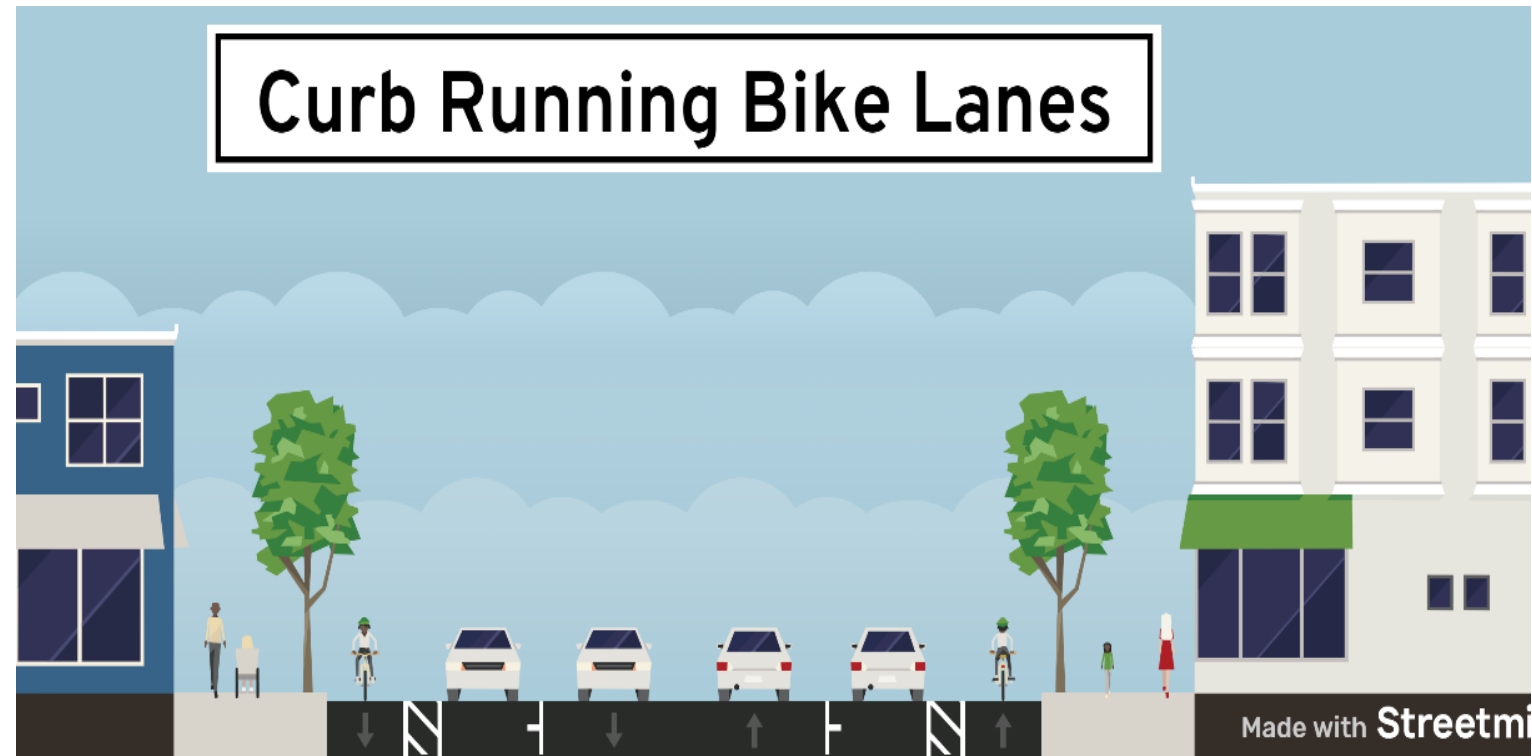


West End Restriping Decision Needed

Curb-running bike lanes:

Requires additional design required by consultant

- Advantages:
 - Bikes are physically separated from moving vehicles
 - Cars/buses/trucks cannot block the bike lane
- Drawbacks
 - On-street parking reduced
 - Visibility concerns
 - More conflicts with driveways and parking



West End Restriping Decision Needed

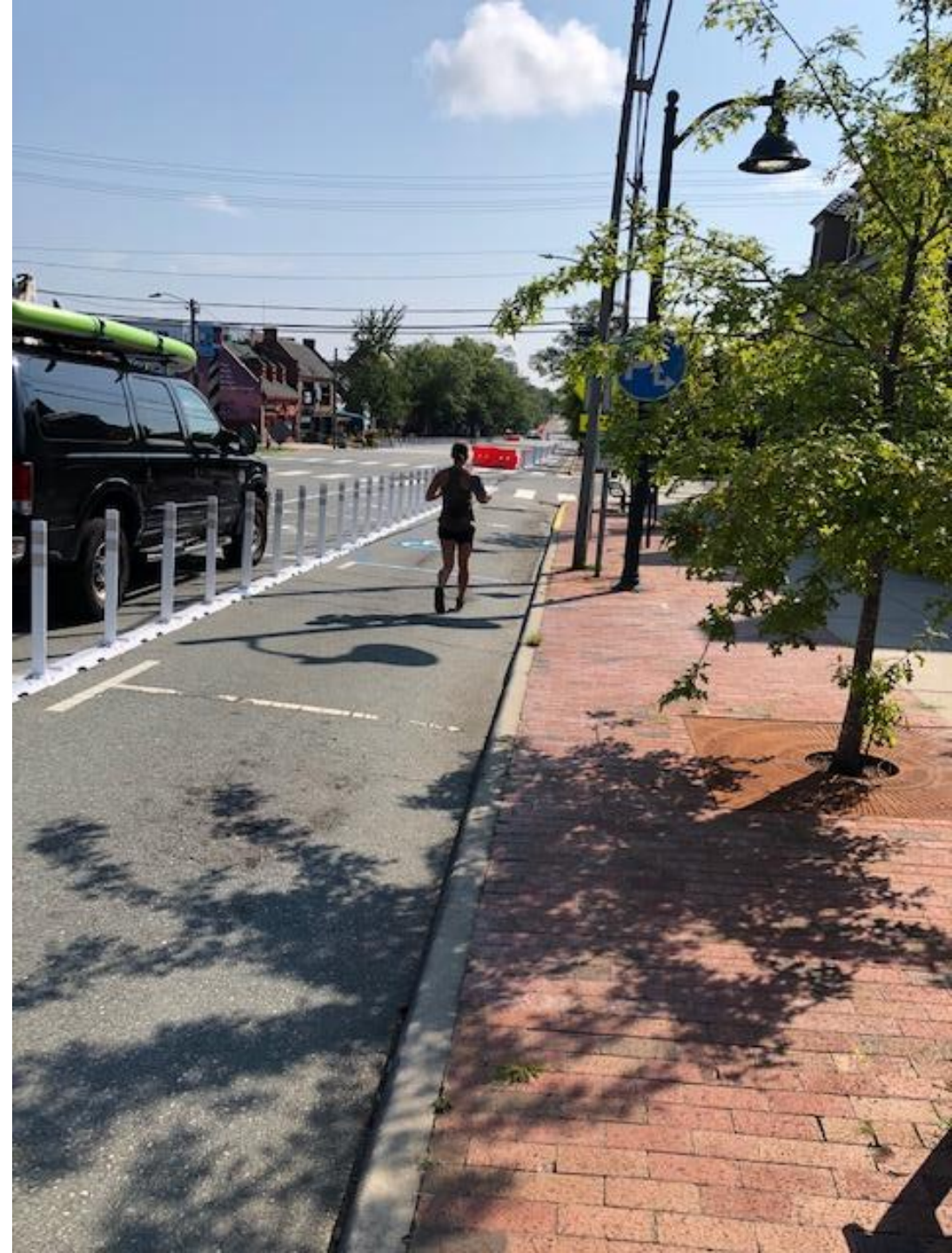
Both options require:

- Transit stop adjustments/re-engineering
- ~\$250,000 traffic signal adjustments and Merritt Mill Rd. traffic island adjustment

Preferred option due to NCDOT by March 2022 to meet summer resurfacing schedule

West End Multiuse Path

- ADA-accessible multiuse path is not possible in the street's current state
 - Asphalt is too crowned to be ADA-accessible
 - Requires much more design and consideration
- Would require more extensive reconstruction than planned NCDOT resurfacing

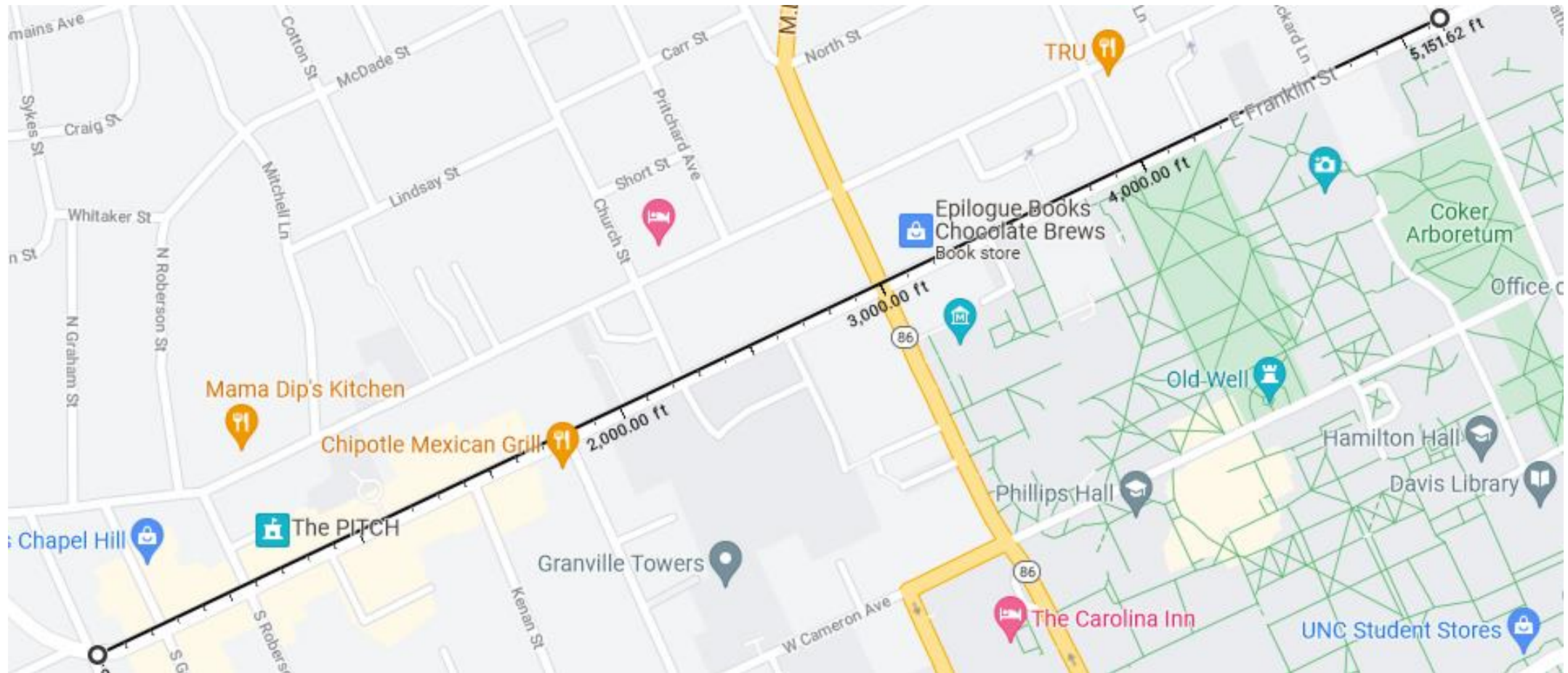




Maintenance Transfer

Current Maintenance

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





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**

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



Use Changes

What could change if we transfer maintenance

- Explore parklets in parking spaces, colorful crosswalks, other innovations
- Emphasize vulnerable road users
- Update stormwater infrastructure

What wouldn't change if we transfer maintenance

- Still follow federal design guidelines
- Current construction and configuration of Franklin St. does not allow street to be used as ADA-accessible walkway



Accessible Platform at Outdoor Dining
Photo: DC Office of

Cost Estimates for Town Maintaining Franklin St. Raleigh Rd. to Merritt Mill Rd. (~0.96 mi)

One-time expenditures

- Resurfacing to reduce crown: \$825,000
- Geo-technical analysis: \$12,000
- Drainage system assessment: \$31,250
- Critical stormwater system replacement: \$1,831,100

Total: \$2,699,350

Annual costs

- General street maintenance: \$75,000
- Traffic signal maintenance: \$27,000
- Pavement marking maintenance: \$6,000
- Stormwater maintenance and crew member: \$82,400

Total: \$190,400

**Funding source has not been identified*

Option 1: Transfer Maintenance to the Town

Scenario A: NCDOT resurfaces

- NCDOT pays for resurfacing
- Town conducts public input process to see what community wants on Franklin
- Temporary walkway stays until summer
- ADA-accessible multi-use path impossible until major reconstruction occurs

Scenario B: NCDOT does not resurface

- Town pays for all improvements
 - Possibly including contract cancellation fees
- Town conducts public input process to see what community wants on Franklin
- Temporary walkway stays until Town resurfaces
- Multi-use path possible in future design

Option 2: Keep Maintenance with NCDOT

- NCDOT pays for resurfacing
- Town determines and submits restriping design to NCDOT by March
- Town contributes ~\$250,000 towards improvements needed to make our preferred design happen