

## Amy Harvey

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**From:** Maurice Jones  
**Sent:** Wednesday, February 02, 2022 2:30 PM  
**To:** Adam Searing; Amy Harvey; Amy Ryan; Camille Berry; Jeanne Brown; Jess Anderson; Karen Stegman; Michael Parker; Pam Hemminger; Paris Miller-Foushee; Tai Huynh; Town Council  
**Subject:** West Franklin Street Update  
**Attachments:** West Franklin Street Council Update\_2.2.22.pdf

Mayor and Council,

We have received new information from our consultant on the West Franklin Street Re-Striping project that provides a different conclusion on the effects of providing curb running bike lanes. I have attached the update to the Council for your review. Our consultant will join us this evening to discuss their findings and answer your questions.

All the Best,  
Maurice

Maurice Jones  
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# Memorandum

To: Chapel Hill Town Council

From: Bergen Watterson, Transportation Planning Manager

Date: February 2, 2022

Re: West Franklin Street Restriping Update

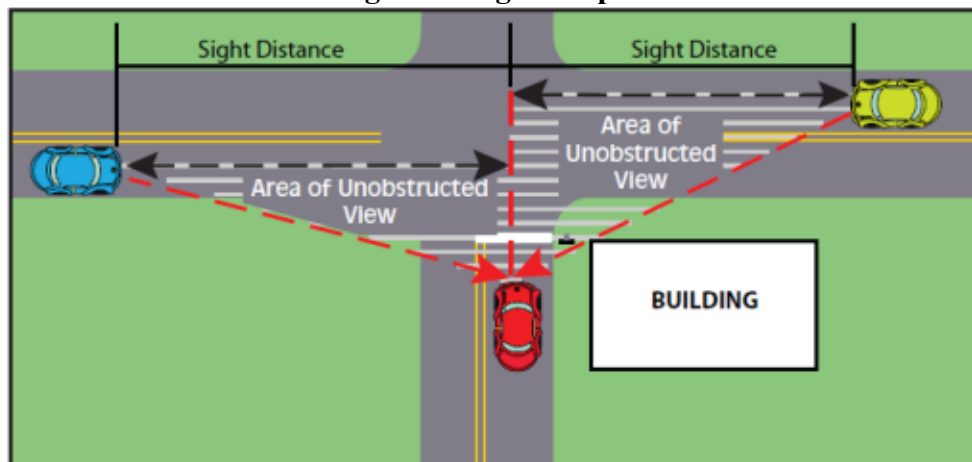
The purpose of this memorandum is to provide new information to the Council related to the February 2, 2022 work session discussion on West Franklin Street resurfacing and restriping.

Staff met with the project consultants, Ramey Kemp & Associates, Inc. (RKA) on Monday afternoon, January 31, 2022 to discuss on-street parking impacts of the potential curb-running bike lanes on West Franklin Street. Staff considered the new information important enough to share prior to the work session to allow councilmembers enough time to review.

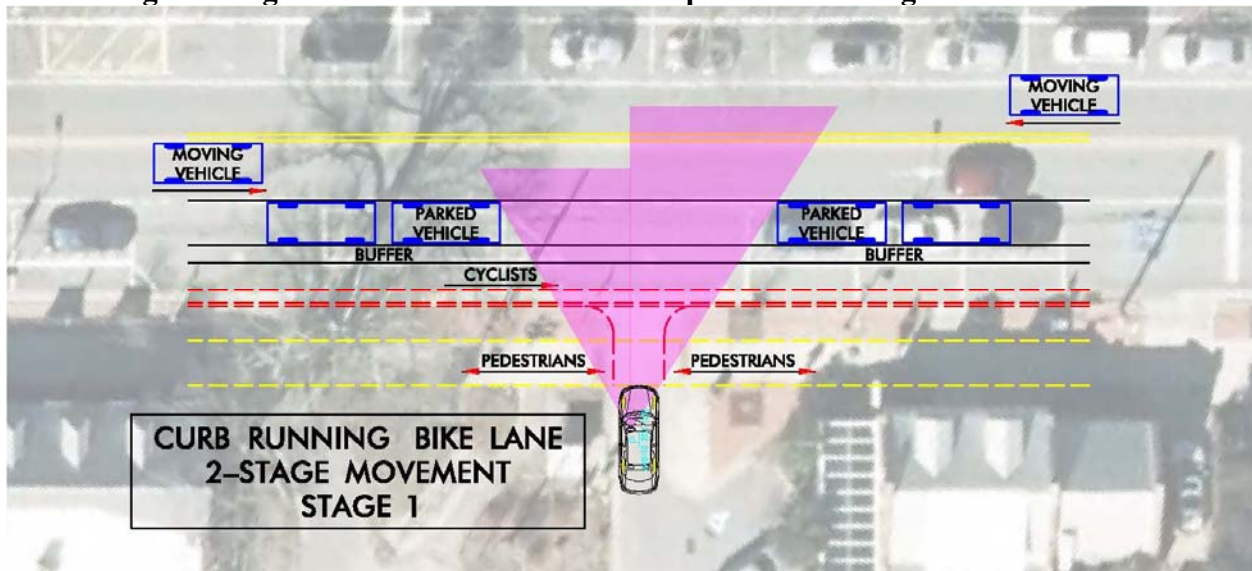
## Key Issues:

- Curb-running bike lanes position the bike lane between the curb and the on-street parking, providing protection from vehicles moving in the travel lane.
- There are 14 driveways or intersections on West Franklin Street that have parking on one or both sides.
- There were 66 on-street parking spaces on pre-COVID West Franklin Street.
- There are sight distance (sight triangle) safety guidelines for vehicles exiting driveways or approaching intersections: Larger sight triangles are generally safer because they allow the driver to see farther down the road.
- Increasing sight triangles requires removing on-street parking where it is currently next to driveways and intersections.
- If the sight triangle is not big enough the driver will pull forward so they can see, causing them to block curb-running bike lanes.

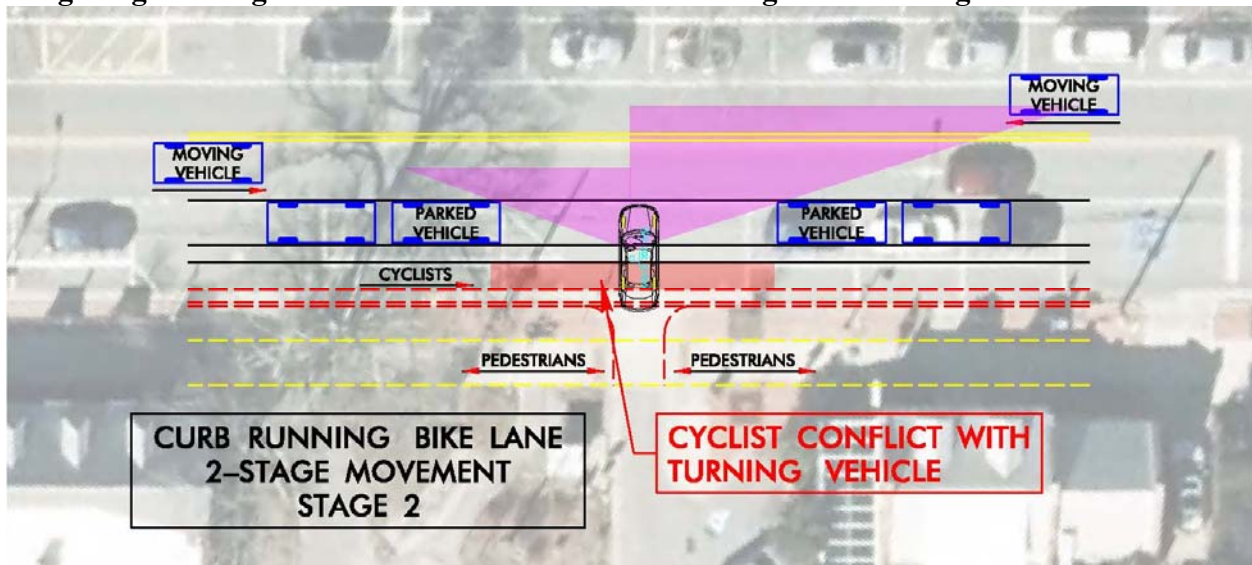
**Sight Triangle Graphic**



Smaller sight triangle = limited view of road. Car positioned at edge of sidewalk.



Larger sight triangle = better view of road. Car blocking curb-running bike lane.



To increase the sight triangle for cars positioned at the edge of sidewalk, the on-street parking would need to be moved back. RKA provided rough estimates of the number of on-street parking spaces that would remain on West Franklin Street with different sizes of sight triangles:

- 50-foot sight triangle\* = ~50-60 parking spaces remaining
- 100-foot sight triangle\* = ~40 parking spaces remaining
- 300-foot sight triangle = <10 parking spaces remaining

\*not recommended by RKA

Conclusions:

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RKA does not recommend curb-running bike lanes on West Franklin Street due to the safety concerns of small sight triangles and the on-street parking impacts of large sight triangles. Even if the amount of on-street parking were not a concern, removing the parking spaces would eliminate the benefits of curb-running bike lanes, notably little parking protection and a wider road with unusable pavement.

A representative from RKA will be at the work session to present the information and answer questions.