



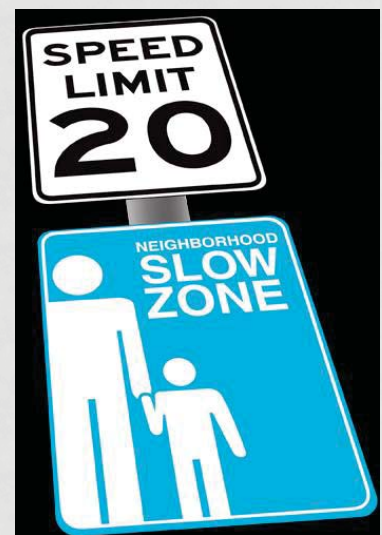
# CREATING A “SLOW ZONE” IN DOWNTOWN CARRBORO

PRESENTED BY THE TRANSPORTATION  
ADVISORY BOARD



## OVERVIEW

- What is a “Slow Zone?”
- Why a “Slow Zone” Downtown?
  - Comprehensive road user safety
  - Social benefits
  - Economic benefits
- What can be done immediately?
  - In the longer term?
  - What are the costs?



## WHAT IS A “SLOW ZONE?”

- An small area with well-defined boundaries and with:
  - High pedestrian and bicycle activity
  - History of vehicle, pedestrian and bicycle crashes AND/OR presence of vulnerable populations
  - Average vehicular speeds of 20 mph
- Popular across the UK and NYC

## WHY A SLOW ZONE DOWNTOWN?

- Road user Safety – Slow Zones:
  - Produce average crash reductions of about 30%
  - Improve rates of drivers yielding to pedestrians

# WHY A SLOW ZONE? STOPPING SIGHT DISTANCE



# WHY A SLOW ZONE? SPEED AND RISK OF FATAL INJURY



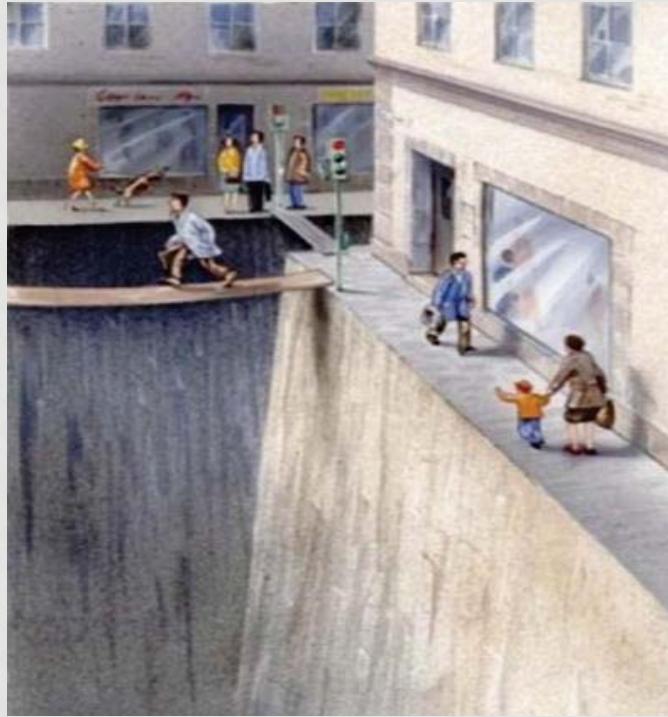
# PEDESTRIAN CRASHES (2000 - 2011)



# RECONSIDERATION OF ROAD USER RELATIONSHIPS



SOMETIMES DOWNTOWN FEELS LIKE THIS...



IDEALLY, DOWNTOWN WOULD FEEL MORE LIKE THIS...



## FROM DOWNTOWN CARRBORO: NEW VISION RECOMMENDATIONS (P. 18):

- A “woonerf” should be created on E Weaver St
  - Compromise between full closure and allowing some local traffic.
- Re-appropriate space on E Weaver for walkability, beauty, diversity, art and music, safety, community, and physical activity.
  - Currently dedicated to vehicular traffic.


## A WOONERF




# WHY A SLOW ZONE? WE'RE ALREADY DOING IT IN PIECES!




**WEST MAIN STREET ROAD DIET AND PAVEMENT MARKING STUDY and OAK-POPLAR NEIGHBORHOOD TRAFFIC CIRCULATION STUDY**

Prepared For:  
 **DCHC** Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

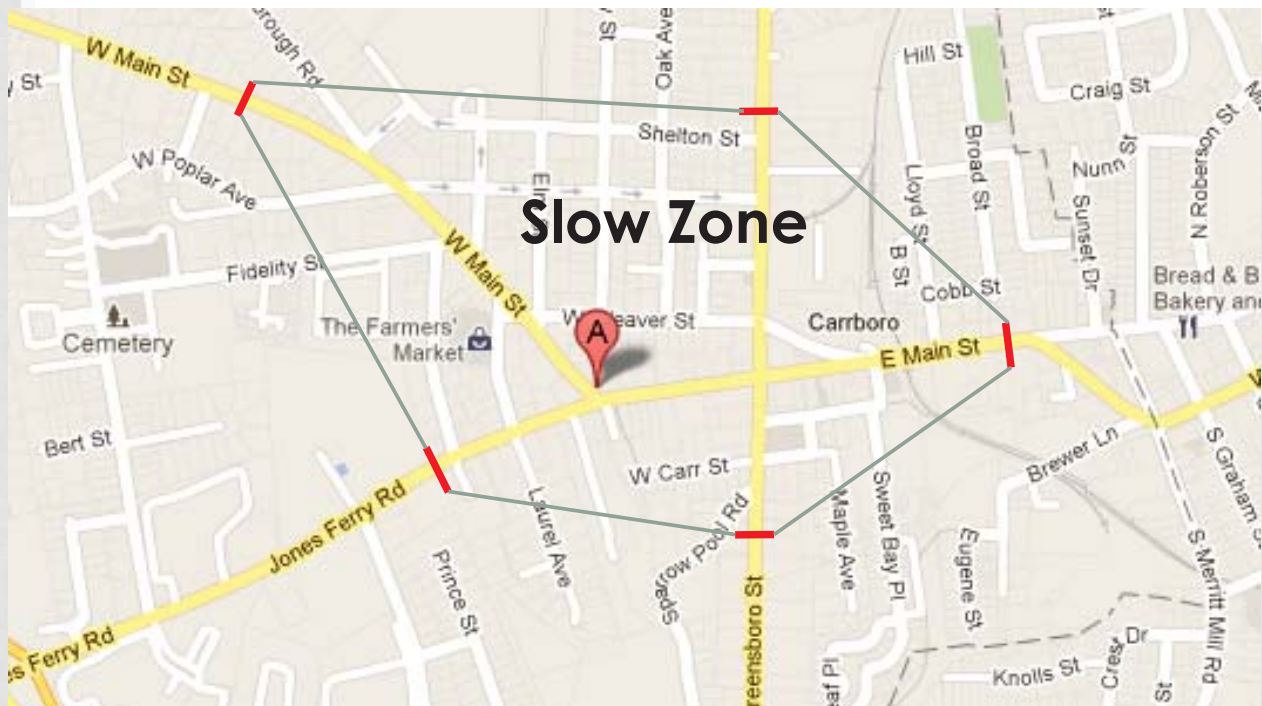
February 2012



**DRAFT** Prepared By: 



## PROPOSED SLOW ZONE AREA



## POTENTIAL COUNTERMEASURES

- **Entrances or Gateways**
- Lead Pedestrian Intervals
- Bike Corrals
- Curb Extensions



## POTENTIAL COUNTERMEASURES

- Entrances or Gateways
- **Leading Pedestrian Intervals**
- Bike Corrals
- Curb Extensions
- Walk signal appears 3 + sec before green signal for drivers
- Peds/cyclists start to cross before cars begin moving
- Turning drivers are able to see peds/cyclists more easily
- Especially effective for right turns





## POTENTIAL COUNTERMEASURES

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- Lead Pedestrian Intervals
- **Bike Corrals**
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## SOCIAL BENEFITS OF SLOW ZONES/TRAFFIC CALMING

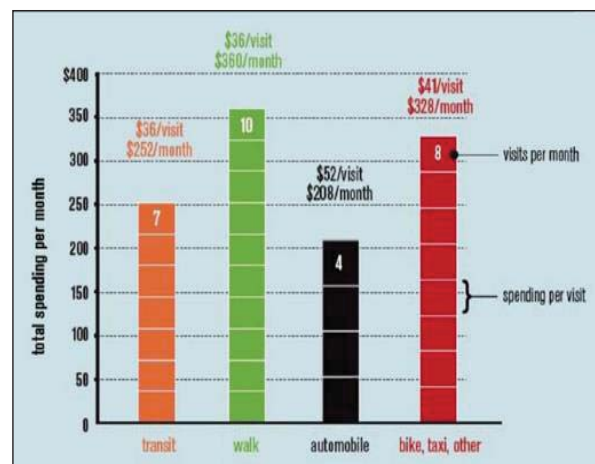
- Calmer streets promote lingering, which promotes socializing.
- Calmer streets allow for greater variety of activity
- High-speed traffic deters lingering and undermines the quality of social interactions.

“A good city is one in which people want to be outside of their homes” – Jan Gehl



## ECONOMIC BENEFITS OF SLOW ZONES/TRAFFIC CALMING

- Walkers and cyclists visit businesses more often and to spend more \$ in total than drivers
- Supports local (nearby) businesses



## TYPICAL COSTS AND TIME LINES OF PROPOSED FACILITIES

- |  |   |
|--|---|
| <ul style="list-style-type: none"><li>• <b>Gateway structure</b> - \$10,000 each</li><li>• <b>Pedestrian signal</b> (retiming) - \$1,000 or less each</li><li>• <b>Bike corral</b> – FREE (+ staff time)</li><li>• <b>Curb extension</b> - \$12,000 each</li></ul> | <ul style="list-style-type: none"><li>• Longer term</li><li>• Immediate</li><li>• Completed</li><li>• Longer term</li></ul> |
|--|---|

## REQUEST TO THE BOARD

1. Keep up the great work in terms of prioritizing road user safety!
2. Direct Staff to examine the feasibility of developing a Downtown Slow Zone