

# REIMAGINING EAST WEAVER STREET



Town Council Work Session  
January 14, 2025



# OVERVIEW

- Common Terms
- Placemaking
- Overview of Pedestrian Streets
- Considerations
- Logistics

# COMMON TERMS FOR PEDESTRIAN SPACES/ZONES

- *Pedestrian Street* – A street that is closed off to vehicle traffic creating a dedicated walking zone or linear walking area or corridor.
- *Plaza or Pedestrian Plaza* – A typically public space with features such as fountains or furniture—benches or seating areas with tables, designed for socializing or gathering, or people watching. Plazas can be small areas or large spaces.
- *Play Street* – A street that is closed to traffic with features designed for children’s play. This often involves colored pavement or designs/patterns in the pavement to encourage play. (Town Code)
- *Complete Street* – Streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders.
- *Woonerf* – A Dutch-based specific type of complete street design that uses traffic calming devices like meandering streets, plantings, and in some cases allows pedestrians full-use of the pavement.

# TRANSPORTATION NETWORK / COMPLETE STREET



# TRANSPORTATION NETWORK / COMPLETE STREET



# EVENT SPACE: FESTIVALS, PARADES, RACES



# CONCEPTUAL IMAGE #1 – PEDESTRIAN PLAZA SPACE



East Weaver St  
looking west  
Not to Scale

# CONCEPTUAL IMAGE #2 - PLAZA W/ BIKE-PED CORRIDOR



East Weaver St  
looking east  
Not to Scale



# CASE STUDIES – PEDESTRIAN ZONES



Pearl Street in Boulder, CO  
Photo: Denise Macuk

- Pedestrian Only
  - Third Street Promenade (1965-present) | *Santa Monica, CA*
  - Pearl Street (1977-current) | *Boulder, CO*
- Temporary Closure
  - George Street (2020-present) | *St. Johns, Newfoundland & Labrador, Canada*
  - Open to delivery and business traffic 8am-noon
- Pedestrian Only - Reopened
  - Fayetteville Street (1977-2006) | *Raleigh, NC* – reopened two-lane street
  - Baltimore Street (1978-2024) | *Cumberland, MD* – reopened one-lane woonerf

# OVERVIEW - PEDESTRIAN ZONES

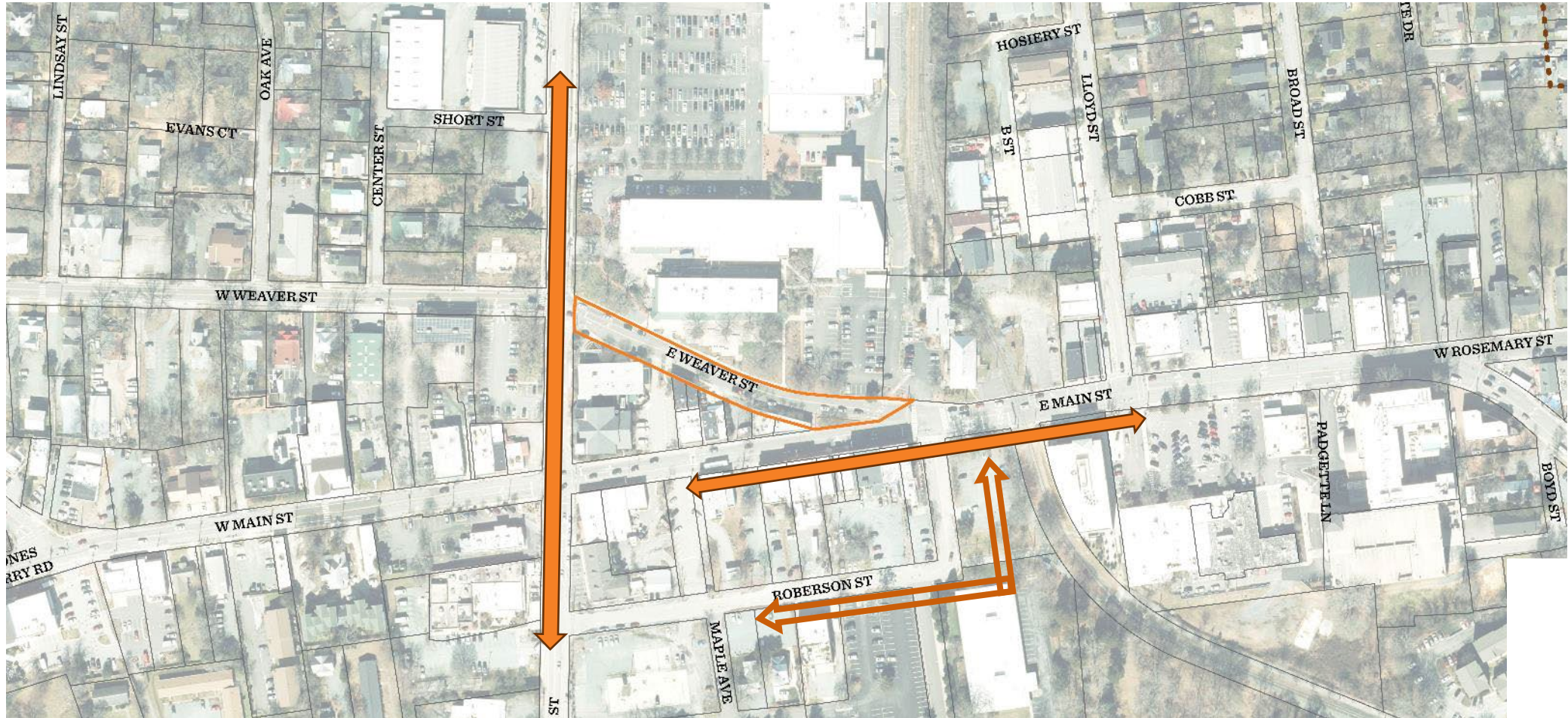
- Planning trend in the U.S. since mid 20<sup>th</sup> century
- Enhance quality of life, livability, and sustainability of towns
- Key elements of success:
  - Existing foot traffic
  - Accessibility
  - Use
  - Design
  - Comfort



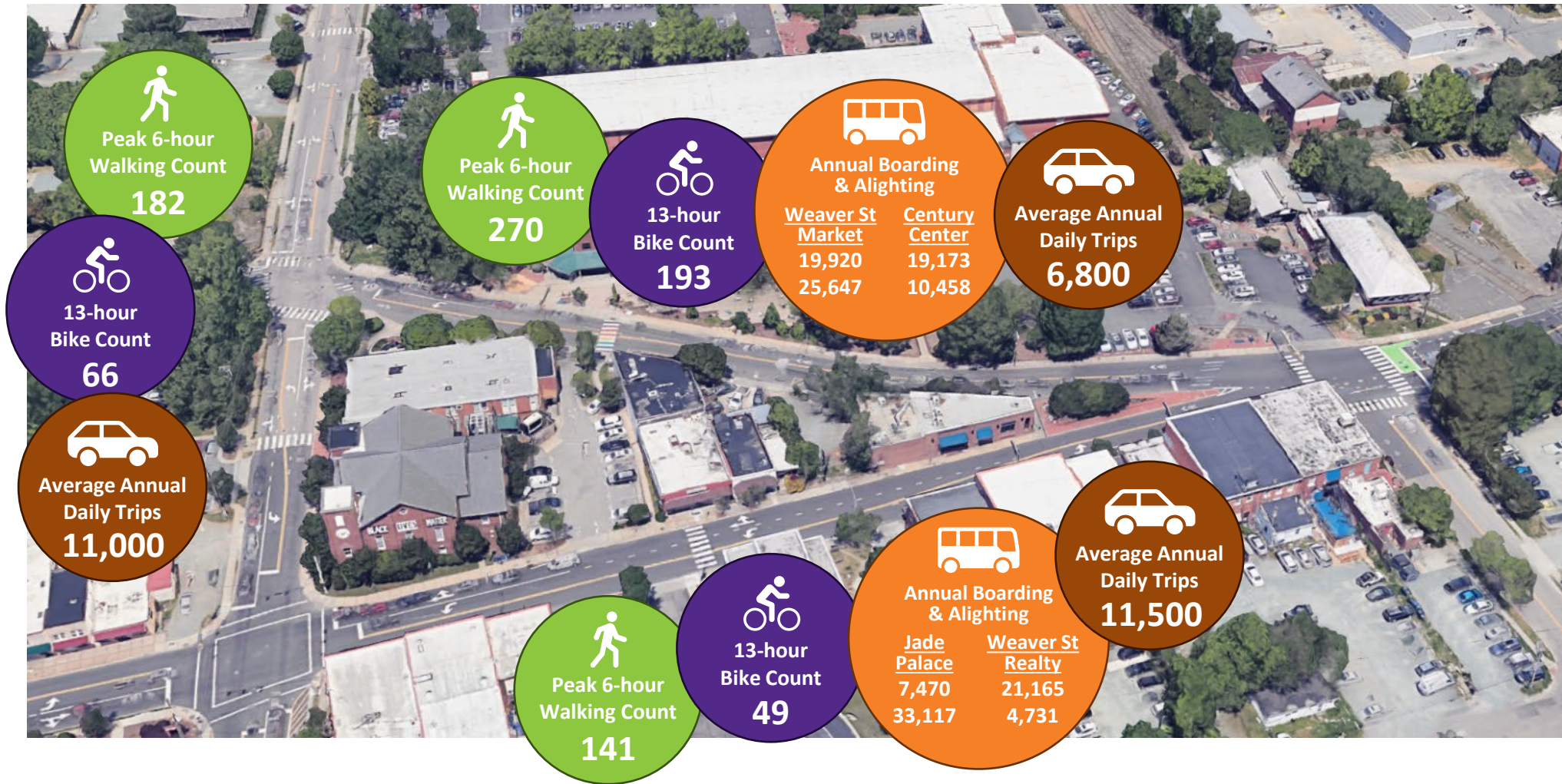
George Street in St. Johns, Newfoundland & Labrador Canada  
*Photo: The Atlantic Traveller*

# CONSIDERATIONS

# TRANSPORTATION & DOWNTOWN CIRCULATION/SAFETY



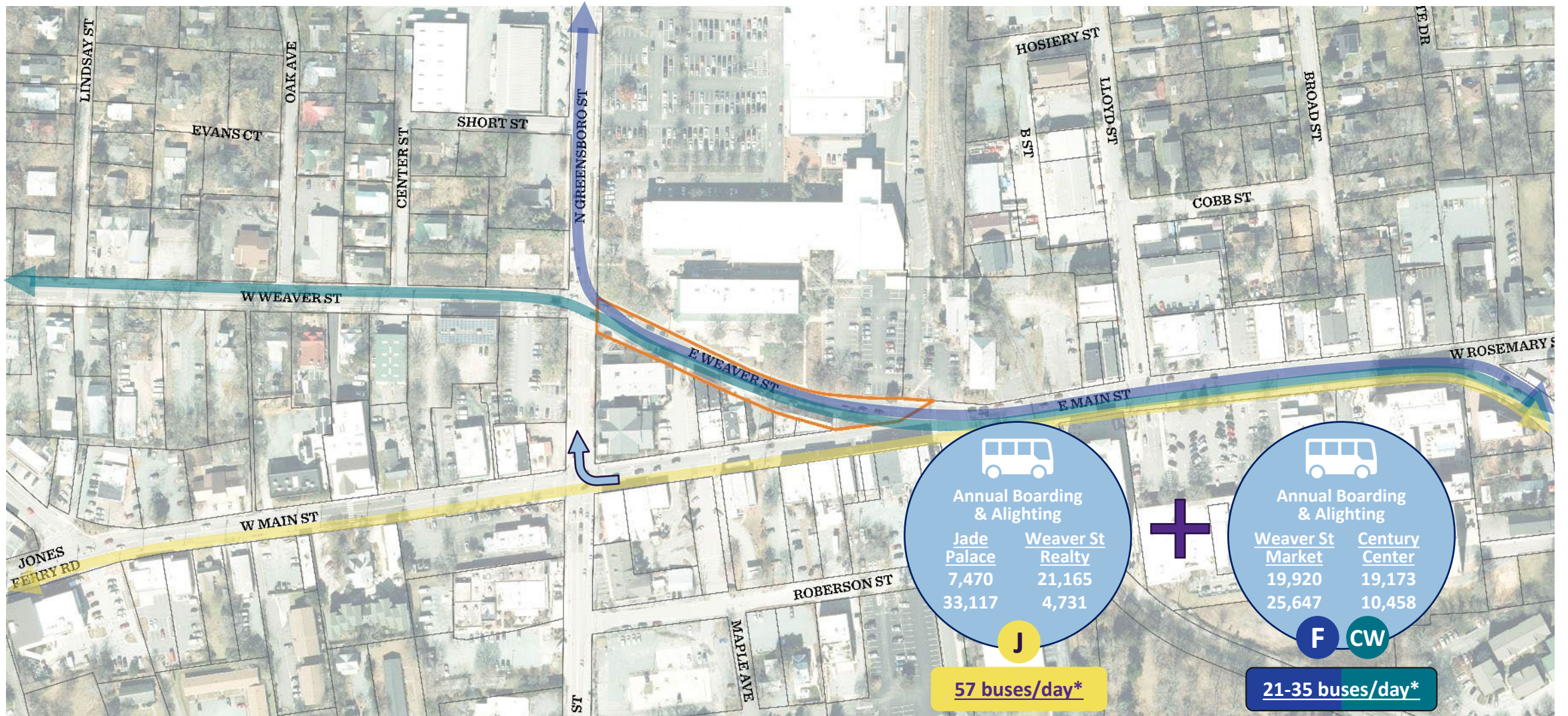
# DCHC MPO DATA (MOBILITY REPORT CARD 2023)



# DETOUR - UNDERSTANDING TRIP REDISTRIBUTION



# DETOUR - UNDERSTANDING TRIP REDISTRIBUTION



# ACTIVATING THE SPACE & EVENTS

## ECONOMIC SUSTAINABILITY



**Art & Music**  
Expanded seating



**Public services**  
Deliveries  
Street Parking



**Private Parking**  
Towing



W MAIN ST

E WEAVER ST



# ACTIVATING THE SPACE & EVENTS

## ECONOMIC SUSTAINABILITY



Possible expansion of private use into public space



# CLIMATE ACTION



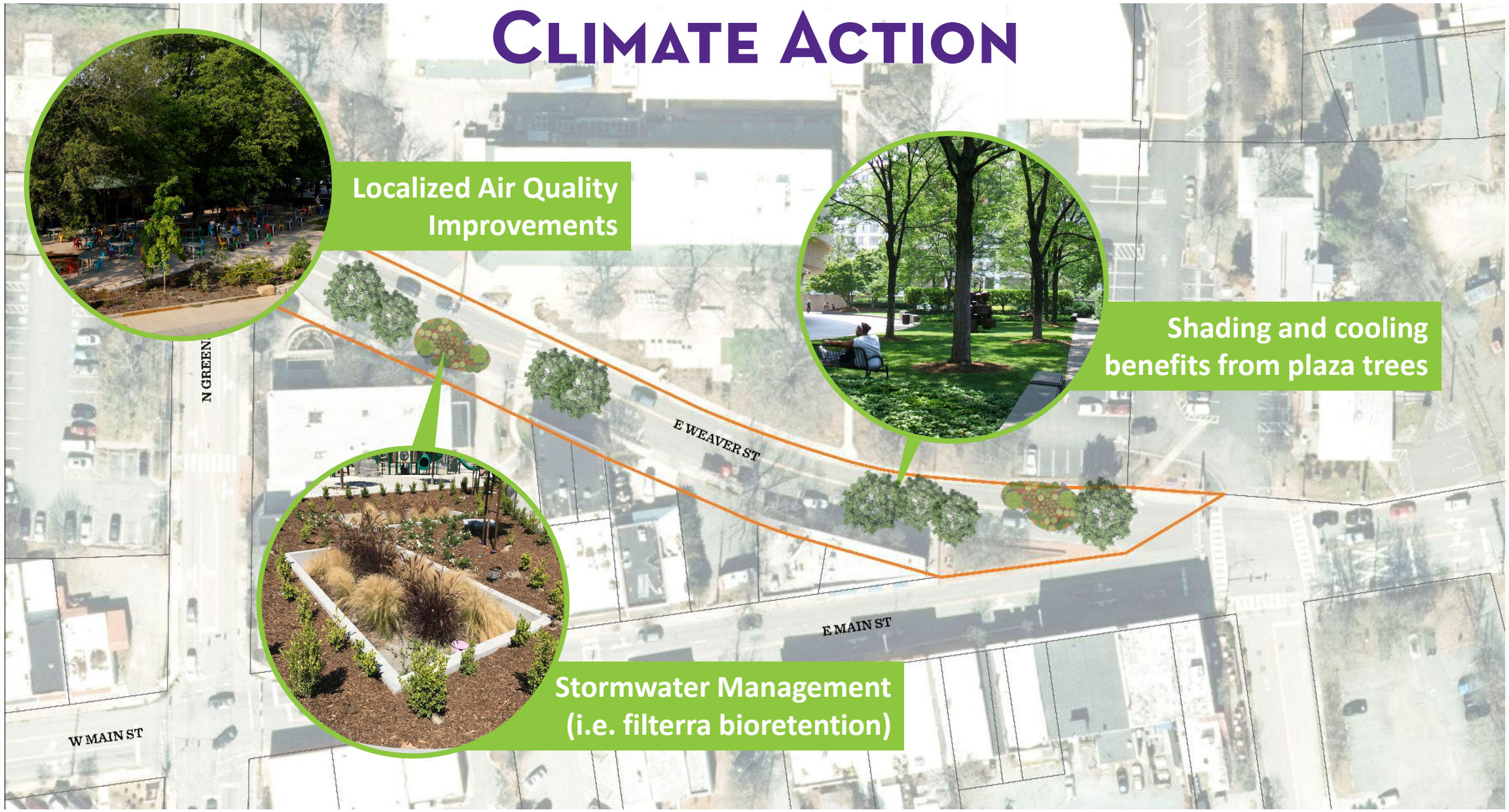
Localized Air Quality Improvements



Shading and cooling benefits from plaza trees



Stormwater Management (i.e. filterra bioretention)



# RACE & EQUITY

- Walkability improvement for nearby neighborhoods
- Opportunities for art, history, and cultural storytelling
- Stacking impacts on access to Lloyd Broad & Tin Top
- ADA Accessibility

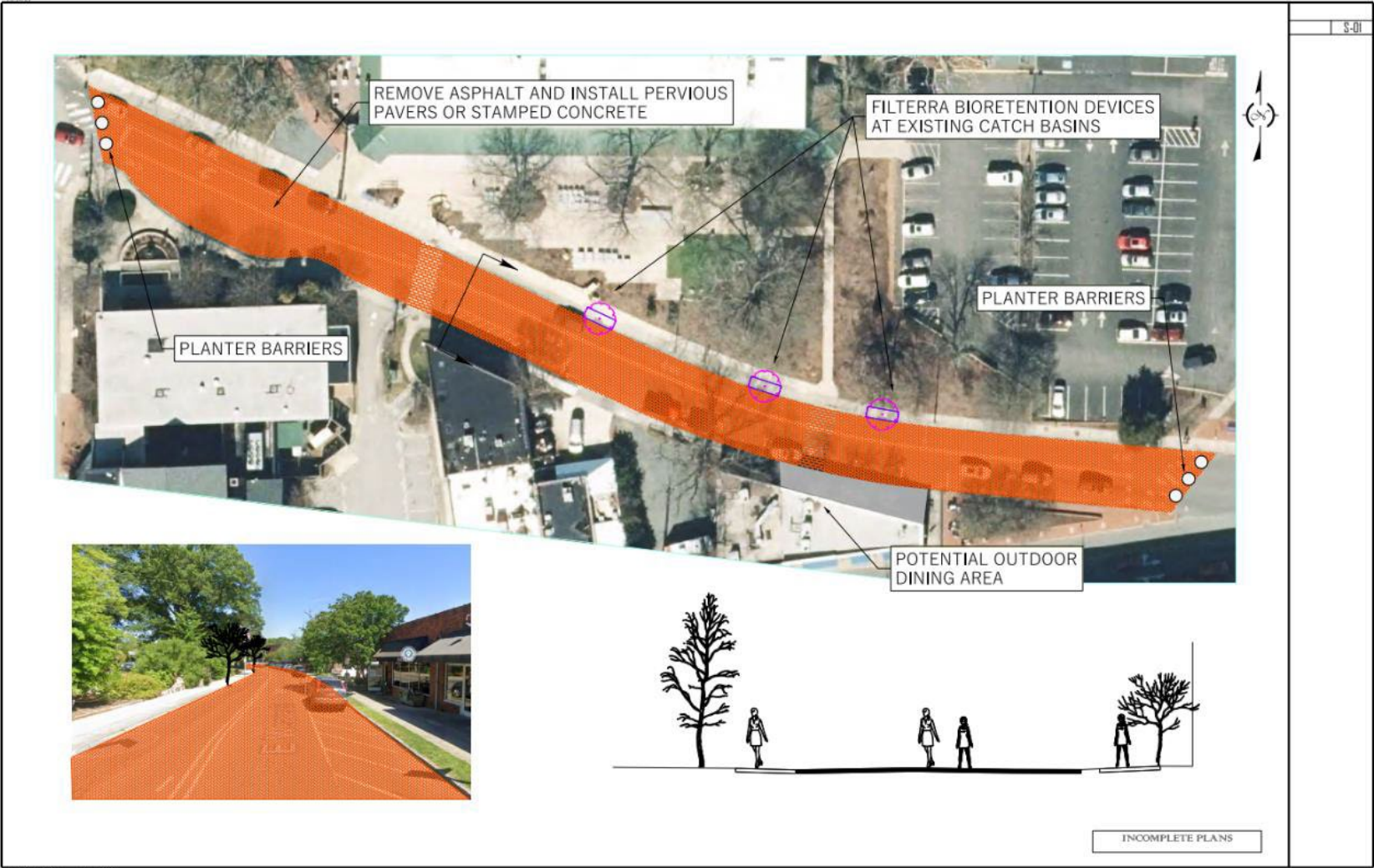


# LOGISTICS

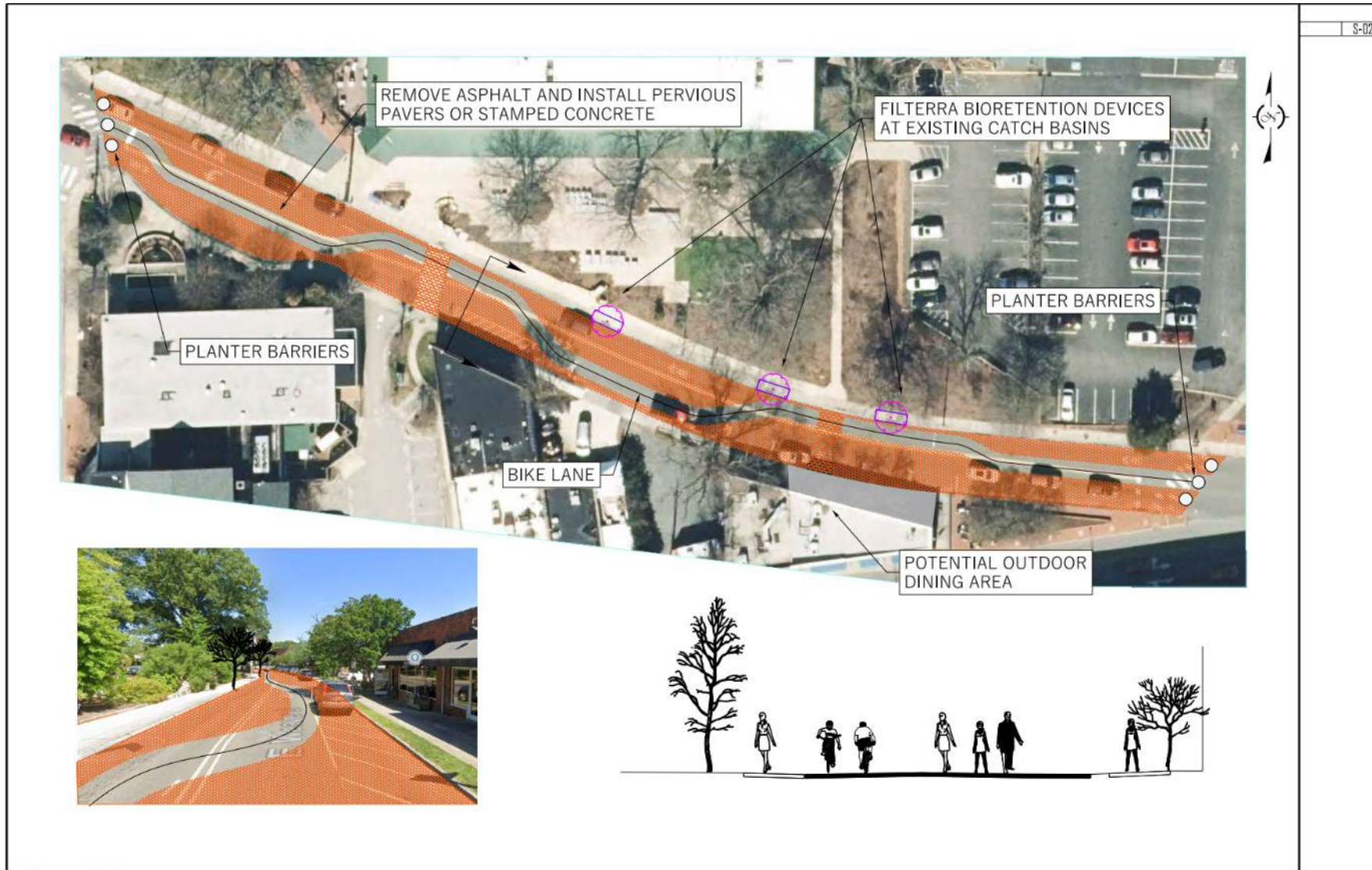
# STREET DIMENSIONS



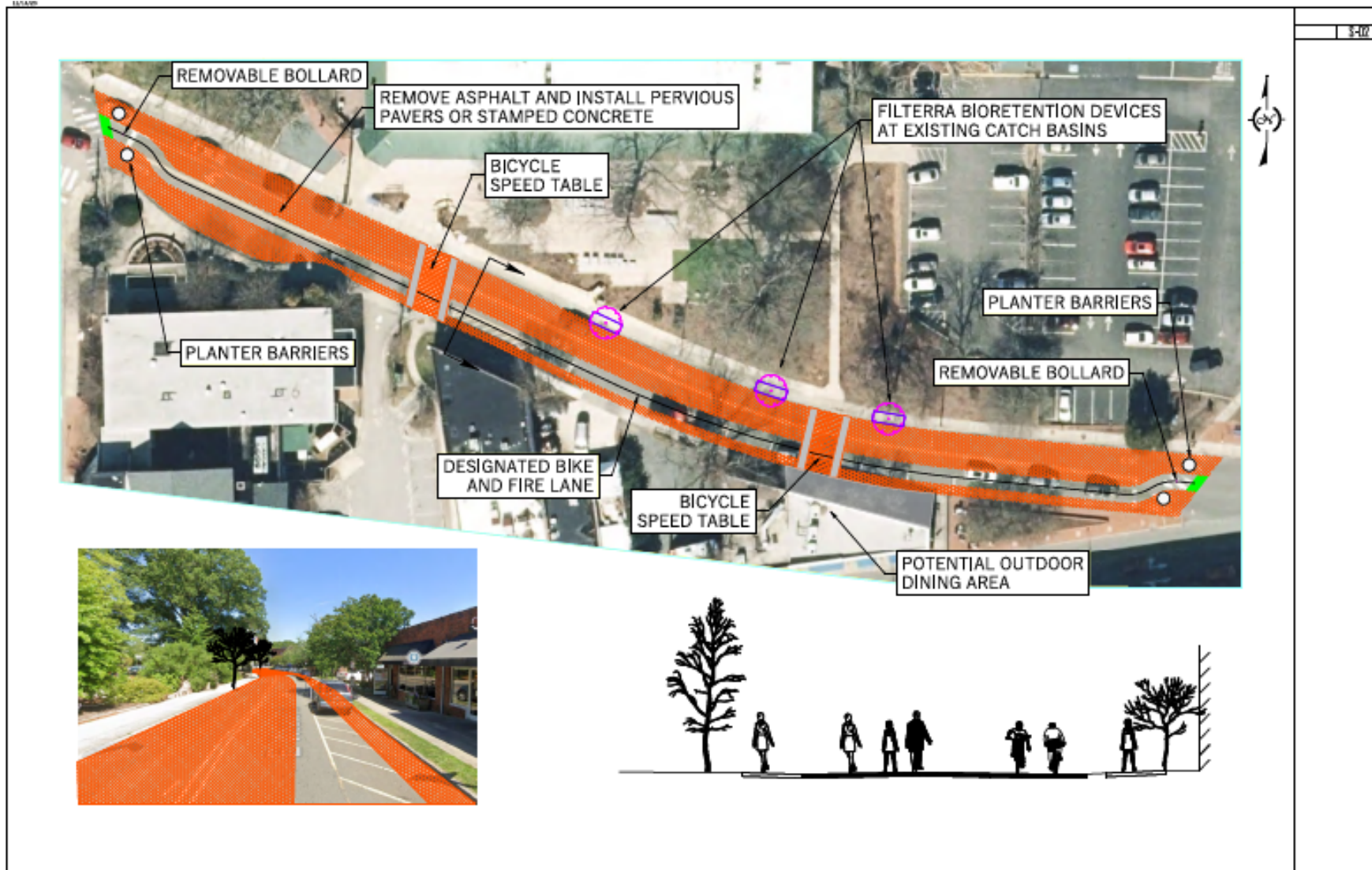
# ILLUSTRATIVE DESIGN A: PEDESTRIAN PLAZA



# ILLUSTRATIVE DESIGN B: MEANDERING PATH



# ILLUSTRATIVE DESIGN C: BIKE/SERVICE LANE





# POSSIBLE NEXT STEPS

Task	Tentative Schedule*	Approximate Cost
Project Initiation	January	\$ 3,280
Study (capacity analysis/other)**	January - June	\$ 27,800
Design (dependent on analysis)***	May - October	\$ 15,660
Engagement (staff lead)	June - July	\$ 500
Construction Plans**** Pavement Marking Plans Signal Plans (dependent on design)	TBD (August – February)	\$ 50,000
Construction of modifications to close street (dependent on design)*****	TBD (March 2026)	\$200,000
<b>Total (Funding would need to be identified.)</b>		<b>\$300,000</b>

\*Schedule is dependent on NCDOT review/turnaround time, staff capacity for engagement, input from other reviewing agencies, such as Chapel Hill Transit, OWASA, etc.

\*\*May wish to include traffic projections from 203 Project into analysis, which may increase cost slightly.

\*\*\*Design costs do not include survey work, permitting, etc.

\*\*\*\*Estimate for include the signal design, pavement markings, potential sidewalk ramp replacements, and construction/installation to close street = \$250,000. Utility costs can be expensive. The does not include construction related to the creation of the plaza.

\*\*\*\*\*Staff is exploring quick build/pilot options with NCDOT.

# MINIMUM CHANGES FOR IMPLEMENTATION



## Traffic Signals (5)

Greensboro & Weaver  
Main/Weaver (2) Main/Roberson  
Main/Carr Mill

## Barriers to E Weaver

Curb Realignment   
Entrance to Carr Mill

# DISCUSSION

# RECOMMENDED NEXT STEPS

Task	Tentative Schedule*	Approximate Cost
Project Initiation	January	\$ 3,280
Study/Capacity Analysis**	January - June	\$ 27,800
Design (dependent on analysis)***	May - October	\$ 15,660
Engagement (staff lead)	June - July	\$ 500
<b>Total (Funding would need to be identified.)</b>		<b>\$50,000+/-</b>

\*Schedule is dependent on NCDOT review/turnaround time, staff capacity for engagement, input from other reviewing agencies, such as Chapel Hill Transit, OWASA, etc.

\*\*May wish to include traffic projections from 203 Project into analysis, which may increase cost slightly.

\*\*\*Design costs do not include survey work, permitting, etc.

\*\*\*\*Estimate for include the signal design, pavement markings, potential sidewalk ramp replacements, and construction/installation = \$250,000. Utility costs can be expensive.

\*\*\*\*\*Staff is exploring quick build/pilot options with NCDOT.