



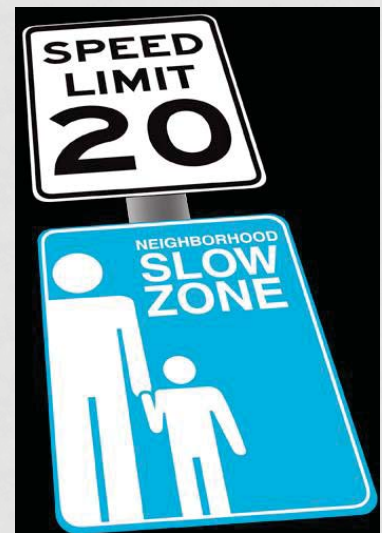
CREATING A "SLOW ZONE" IN DOWNTOWN CARRBORO

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

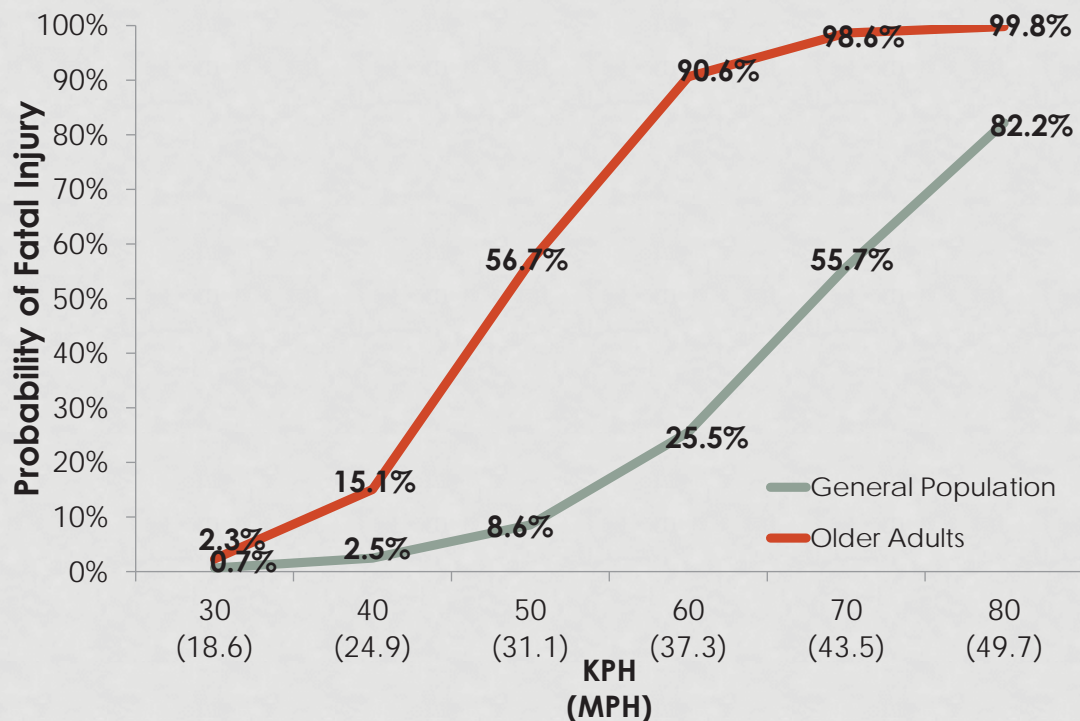
WHY A SLOW ZONE DOWNTOWN?

- 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



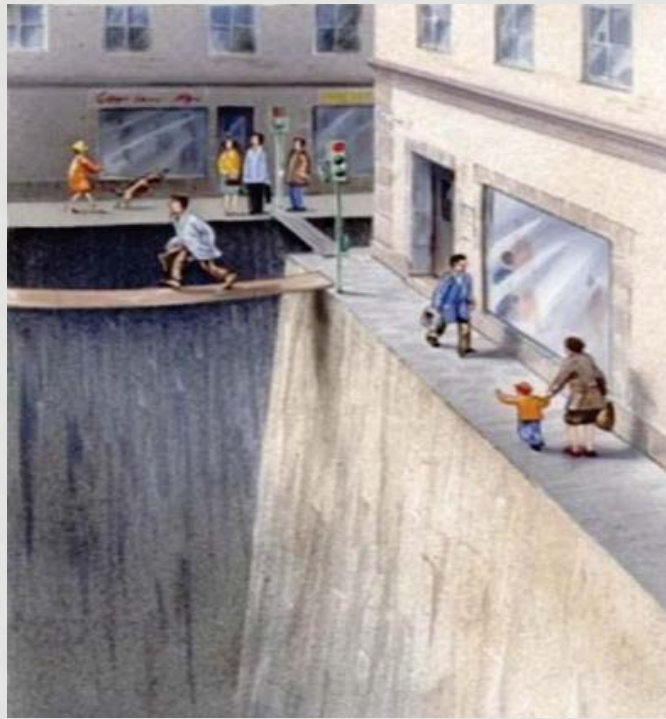
PEDESTRIAN CRASHES (2000 – 2011)



RECONSIDERATION OF ROAD USER RELATIONSHIPS



SOMETIMES DOWNTOWN FEELS LIKE
THIS...



IDEALLY, DOWNTOWN WOULD FEEL
MORE LIKE THIS...



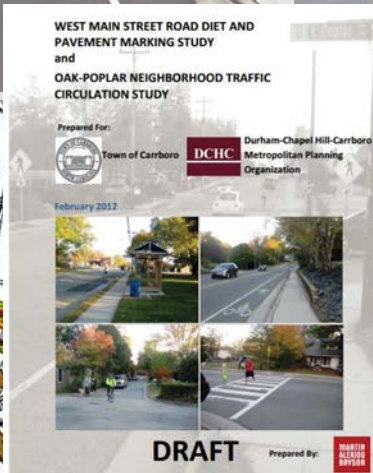
FROM DOWNTOWN CARRBORO: NEW VISION RECOMMENDATIONS (P. 18):

- 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.

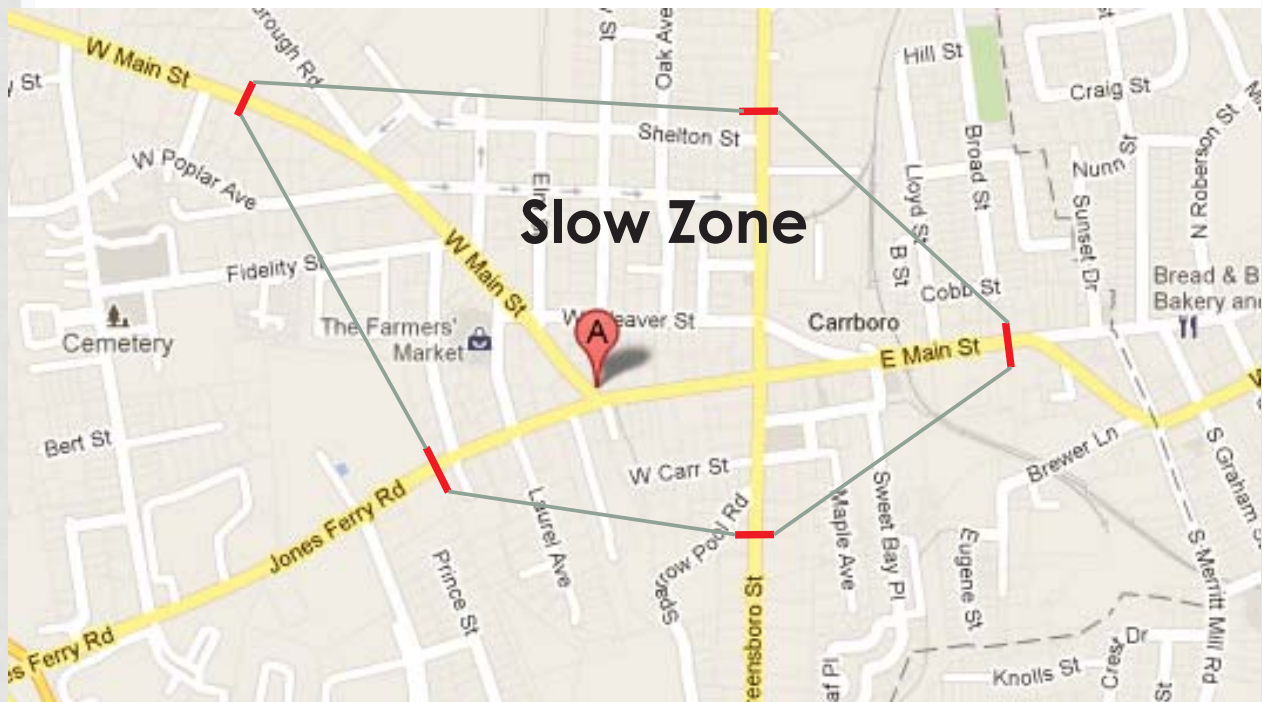
A WOONERF



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



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



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SOCIAL BENEFITS OF SLOW ZONES/TRAFFIC CALMING

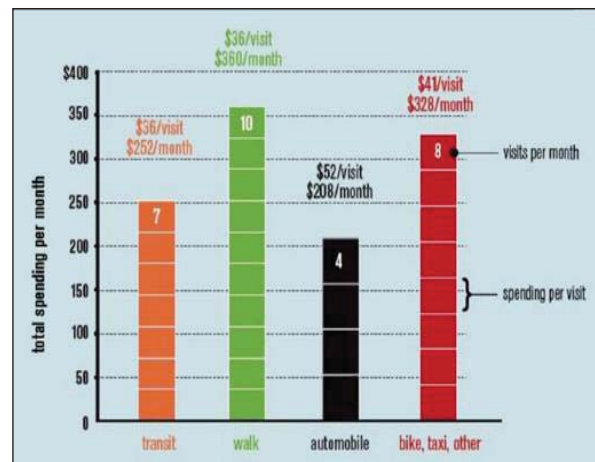
- Calmer streets promote lingering, which promotes socializing.
- Calmer streets allow for greater variety of activity
- High-speed traffic deters lingering and undermines the quality of social interactions.

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

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