

One Way to Two Way Street Conversion Benefits

Missoula , MT economic study – Missoula Redevelopment Agency

<http://www.ci.missoula.mt.us/DocumentCenter/View/29737>

Excellent summary of economic benefits of two way conversions for multiple U.S. cities listed on page 44.

“The economic analysis determined that a short-term benefit in sales of approximately 10% to 13% for downtown retailers could be expected from the conversion.”

Walker, Kulash, McHugh – Transportation Research Board

http://onlinepubs.trb.org/onlinepubs/circulars/ec019/Ec019_f2.pdf

Good run down of general benefits of two way conversions, including retail visibility and traffic safety. “There are simply more (typically 30-40 percent) more vehicle/pedestrian conflicts within a one-way street network than in a comparable two-way system.”

Downtown Fargo Economic Impact Analysis

<http://www.centralbaltimore.org/wp-content/uploads/2014/11/Downtown-Fargo-Economic-Impact-Study-2010.pdf>

“It has been concluded from this survey of other downtown street conversion projects that the conversion of NP Avenue and 1st Avenue North to two way traffic will have a positive economic impact on existing development and will stimulate further redevelopment in Downtown”

Hanka and Gilderbloom, PhD. Center for sustainable neighborhoods:

<http://sun.louisville.edu/preservation/one-waystreetver12-012908-5B1-5D%20.pdf>

“One-way streets have hurt downtown commercial businesses. For instance, on Vine Street in Cincinnati, 40 percent of the businesses closed after conversion from a two-way to a one-way street. One-way streets have a negative impact on storefront exposure, which is lost when one direction of travel is eliminated as well as when traffic speeded up due to one way traffic “

Clemson University

http://tigerprints.clemson.edu/cgi/viewcontent.cgi?article=1595&context=all_theses

“Beyond, an increase in property values, the one-way to two-way conversion of Upper King Street, generated a new interest in the commercial properties along the street, increased pedestrian activity of the area because of increased safety and general attractiveness, and has acted as catalyst in the further preservation of the storefronts lining Charleston’s most recognizable street. “

Uni of Louisville

<http://www.planetizen.com/node/69354>

“The results were stunning. Two-way conversion improves the livability of a neighborhood by significantly reducing crime and collisions and by increasing property values, business revenue, taxes, and bike and pedestrian traffic. Outside consultants, with price tags of millions of dollars, never predicted this in places like Oslo, San Francisco, St. Louis, and Atlanta.”

Vancouver, Washington two way conversion

<http://www.governing.com/topics/transportation-infrastructure/The-Return-of-the.html>

“The merchants on Main Street had high hopes for this change. But none of them were prepared for what actually happened following the changeover on November 16, 2008. In the midst of a severe recession, Main Street in Vancouver seemed to come back to life almost overnight.”

Perth’s major one way to two way street conversion initiatives (Not in US but excellent infograph)

http://www.perth.wa.gov.au/sites/default/files/Two%20Way%20Streets%20Infographic_WEB_0.pdf

<http://www.perth.wa.gov.au/planning-development/city-initiatives/two-way-streets>

“31% slower traffic with two way traffic vs one way in AM peak hours. 16% reduction in total distance travelled. Easier navigation for local residents and businesses”

Journal of Planning Education and Research – Benefits of one way to two way conversions

<http://jpe.sagepub.com/content/early/2015/07/13/0739456X15593147.abstract>

<http://www.citylab.com/cityfixer/2015/07/the-many-benefits-of-making-one-way-streets-two-way/398960/>

“What makes the finding even more impressive is that traffic safety improved on Brook and 1st even though traffic volume increased on these streets—13 and 40 percent, respectively. Over the same period, traffic volume on 2nd and 3rd dropped. In apparent real-world confirmation of theoretical traffic models, drivers seemed to accept the slower speeds in exchange for more direct access to their destination;”

Journal of Public Health

<http://www.ncbi.nlm.nih.gov/pubmed/10927849>

“One-way streets have higher rates of child pedestrian injuries than two-way streets in this community. Future risk factor and intervention studies should include the directionality of streets to further investigate its contribution to child pedestrian injuries.”