



# ONE-WAY STREET CONVERSIONS



In many downtowns, one-way street networks present a confusing situation for the occasional and even regular visitor to navigate. This legacy of one-way streets can be traced back to the time when traffic engineers were tasked with the mission to move as much traffic into and out of the downtown employment center as quickly as possible, without regard to any other mode of transportation. Now, as downtowns change roles and become cultural and entertainment centers for a region, the unequivocal movement of commuter traffic is no longer the first priority. Livability of the downtown streets becomes paramount, balancing traffic movement among modes and users.

## Albuquerque, NM

In an effort to revitalize Downtown Albuquerque and to bolster the effectiveness of a new intermodal terminal, Glattig Jackson created a circulation plan for the central business district.

## Hartford, CT

Glattig Jackson analyzed the conversion of key roadways in Downtown Hartford, recommending the eventual conversion of all of them. The conversion would ease the navigation confusion for visitors and enable effective routing of the Circuit Line shuttle service.

## Lakeland, FL

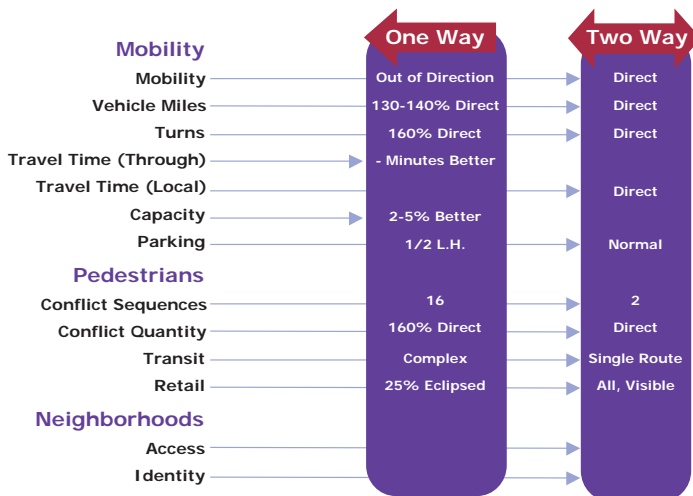
Working with the Lakeland Downtown Development Authority, Glattig Jackson performed a feasibility analysis for the proposed conversion of the main eastwest one-way pair through downtown Lakeland, Florida. Main Street and Lemon Street were the only two remaining downtown streets in downtown that were yet to be converted, and Glattig Jackson successfully demonstrated that they could be converted to two-way operation without significant increases in travel time or delay.

## New Haven, CT

As part of a master plan for New Haven and the Yale University Campus, Glattig Jackson prepared a conversion plan for eleven of Downtown New Haven's oneway streets. Analysis showed that the average trip length within the Downtown would be shortened by 12 percent and that an additional 20 percent of storefronts would no longer be eclipsed.

## Toledo, OH

Glattig Jackson assisted Downtown Toledo Vision, a civic group of business leaders, in devising a circulation plan that eliminated one-way streets from the downtown network and introduced traffic calming. Two streets were converted in 1997 and the spine one-way pair will be converted with the completion of a downtown baseball stadium.



One-Way Versus Two-Way

In addition to projects, traffic engineers at Glattig Jackson have published a paper on the merits of oneway street conversion, entitled *Downtown Streets: Are We Strangling Ourselves on One-Way Networks?* The paper was presented at the 1999 Urban Street Symposium sponsored by the Institute of Transportation Engineers and held in Dallas, and subsequently published in the conference papers.