New England Conversion Experience Showing Changes Implemented:						
	Lowell, MA					
	Shattuck St	Merrimack St	Market St	Central Street	Middle St	Palmer St
Timeline	9/2014	9/2014	9/2014	9/2014	9/2014	9/2014
Approx AADT	6,600	13,000	7,600	21,800	-	2,700
# Lanes	2	2	2	2	2	2
Approx Lane Width	10’-11’	12’	13’	Varies	12’	11’
Parking	One side	Both sides	Both sides	Varies	One side	One side
Bike Lanes	No	No	No	No	No	No
Accessibility	Not known	Improved	Improved	Improved	Improved	Improved
Vehicle Flow	-	More delays noted (within first 6 months)	More delays noted (within first 6 months)	More delays noted (within first 6 months)	-	-
Vehicle Safety	Not known	Not known	Not known	Not known	Not known	Not known
Pedestrians	Not known	Not known	Not known	Not known	Not known	Not known
Bicyclists	Not known	Not known	Not known	Not known	Not known	Not known
Heavy Vehicles/ Deliveries	Difficulties Noted	None Noted	None Noted	None Noted	None Noted	None Noted
Public Transit	On Route	On Route	On Route	Off Route	Off Route	Off Route
Sidewalks	Yes	Yes	Yes	Yes	Yes	Yes
Resident Opinions	Not known	Not known	Not known	Not known	Not known	Not known
Commuter Opinions	Negative	Negative	Negative	Negative	Negative	Negative
Businesses	Not known	Not known	Not known	Not known	Not known	Not known
Property Values	Anticipated increase	Anticipated increase	Anticipated increase	Anticipated increase	Anticipated increase	Anticipated increase
Crime	Not known	Not known	Not known	Not known	Not known	Not known
Other Notes	Returned to one-way flow: narrow width; difficult heavy vehicle movements as no geometry changes were to be made	Some left turns restricted to allow better traffic flow	-	-	-	-

Other Municipalities Conversion Experience Showing Changes Implemented			
	Louisville, KY Brook Street/First Street	**Charleston, SC Upper King Street**	**Fargo, ND 1st Avenue/NP Avenue**
Timeline	2011	1994 (originally converted to one-way in 1956)	May 2013
Approx AADT	Varies 3000 - 5000	9,000-10,000	1st Ave: Not known NP Ave: 4000-6000
# Lanes	2	2-3 lanes	1st ave: 2 lanes (1 in each direction) NP Ave: 4 (2 in each direction)
Approx Lane Width	By University of Louisville: First Street: 62 foot curb to curb with medians and on street parking Brook Street: 10 ft lanes with specialized on street parking and buffered bike lanes; On residential streets: 36 ft on Brook Street and 42 ft on First Street (buffered parking with bike lanes SB, sharrows NB	10 – 13 ft lanes, 3 lanes wide in some sections but mostly 2 lanes (one lane in either direction)	1st Ave: Approximately 40 ft total with turn pockets and some bike lanes/sharrows, lanes approximately 12 ft wide NP Ave: Approximately 65 ft total with turn pockets
Parking	Parallel parking both sides	Some stretches have parallel parking on one or both sides south of the highway but many sections have no parking up by the highway	Parallel parking in most locations
Bike Lanes	Buffered bike lanes on S Brook Street, sharrows in residential areas; no bike lanes in southern portion of 1st St, buffered bike lane SB and sharrows NB in residential areas	No bikes lanes or marked sharrows	None
Accessibility	Improved	Improved	Provided more direct travel routes
Vehicle Flow	Not noted	Slower speeds	Not known
Vehicle Safety	Reduced crashes by 36 – 60% with an increase in crashes on other similar streets	Not known	Touted as being safer
Pedestrians	Increased pedestrian volume	Increased safety due to slower vehicle speeds; more pedestrian vehicle conflict points however pedestrians felt safer and pedestrian volume increased	Better movements
Bicyclists	Increased bicyclist volume	Not known	Better movements
Heavy Vehicles/ Deliveries	Not known	Not known	This is a challenge
Public Transit	On public transit routes	Not known	No change in routes
Sidewalks	Sidewalks on both sides of the street	Sidewalks on both sides on the street	Yes
Resident Opinions	Welcomed the conversion	Welcomed the two way conversion	Not known
Commuter Opinions	Not known	Voiced opposition to the change	Not known
Businesses	Increased revenue seen by shop owners	Increased business use seen as a catalyst to revitalization	Huge boom in retail
Property Values	Property values increased 39%; increase value allowed for more property taxes to be collected	Statistically significant increase in property values	Increased City revenue from taxes
Development	Increased development and revitatlization of existing structures	Not known	Not known
Crime	Reduced crime by 23% overall: auto theft by 1/3 with a 36% climb on nearby streets, 42% reduction in robberies	Not known	Not known
Other Notes		One-way streets were seen as difficult for tourists to navigate, these were converted in the 1950s and some of the new interest in the downtown was spurred in part by Hurricane Hugo (in 1989)	Some left turns are prohibited during peak hours of travel; adds congestion to areas that are already suffering failing levels of service; Challenges include snow removal and limited lane widths

Other Municipalities Conversion Experience Showing Changes Implemented			
	Providence, RI Empire Street/Weybosset Street	**Woonsocket, RI Main Street**	**Alma, MI Superior Street/Center Street**
Timeline	1/2012	1/2013	7/3/2005
Approx AADT	Not known	Not known	Superior Street: 6,000 Center Street: 5,000
# Lanes	3 (Empire) / 2 (Weybosset)	2	2
Approx Lane Width	12 ft	11 ft (32 ft total)	Approx 36 ft overall, 13 ft lanes
Parking	Parallel parking on both sides – some reconfiguration from the previous diagonal design (loss of parking)	Parking one side	There are 1250 parking spaces in the CBD, which includes parallel parking, municipal parking lots, and private parking lots; the conversion will result in the loss of no more than 5 parking spaces; 613 of those are occupied during the peak parking demand period.
Bike Lanes	No separate bike lanes; it was signed as a shared use lane	No existing or future bike lanes	No striped bike lanes
Accessibility	Increased	Anticipated increase	Not known
Vehicle Flow	Not known	Anticipated to slow	Vehicle volumes at intersections remained nearly identical in total with a redistribution of movements
Vehicle Safety	Not known	Not known	Not known
Pedestrians	New pedestrian signals at limited intersections and crossings; improved streetscaping	Anticipated improvements	Not known
Bicyclists	Improved safety with more visible shared use markings	Anticipated improvements	Not known
Heavy Vehicles/ Deliveries	Not known	Not known	Not known – largely residential
Public Transit	On Route; no change	On route; no change anticipated	Not known
Sidewalks	Widened to include protected turnouts for bus stops and vehicle drop off lanes; significant streetscaping with bollards, ornamental lighting, planters and bike racks.	New sidewalks with streetscaping and period street lighting	Sidewalks with esplanades
Resident Opinions	Not known	Disbelief that this can bring about new development and revitalization	Not known
Commuter Opinions	Not known	Not known	Not known
Businesses	Not known	Anticipated increase in patronage and incentives for renovation	63% in favor of the change; 24% didn't care either way
Property Values	Not known	Not known	Not known
Development	No apparent change	Anticipated increase with incentives	Not known
Crime	Not known	Not known	Not known
Other Notes	Implementation required considerable public service announcements and initial signage to prepare drivers after 40 years of one way traffic	$4M in City, State and Federal funds was used; downtown commercial revitalization was the driving force, with an additional priority placed on bicycle and pedestrian safety; area had significant amount of loitering	This was done with the intention of revitalizing the central business district; estimated to cost $140k