



CONTROVERSIAL SOLUTIONS for DOWNTOWN TRAFFIC

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Characteristics of Downtowns

- ◆ Densely Developed-Historic Character
- ◆ Closely Spaced Intersections
- ◆ Conflicting Modes of Transportation
- ◆ High Pedestrian Activity
- ◆ High Traffic Density
- ◆ Lack of Adequate Parking



Addressing Downtown's Transportation Needs

- ◆ Conflicting Goals/Needs
- ◆ “Moving Traffic” vs Pedestrian Environment
- ◆ On-Street Parking vs Traffic Circulation
- ◆ Transit Operations vs Traffic Circulation
- ◆ On-Street Loading???
- ◆ Bikeways in Downtown??



Case Studies



- ◆ Greenville, South Carolina
- ◆ Hendersonville, North Carolina
- ◆ Spartanburg, South Carolina
- ◆ Ashland, Kentucky
- ◆ Thomasville, Georgia

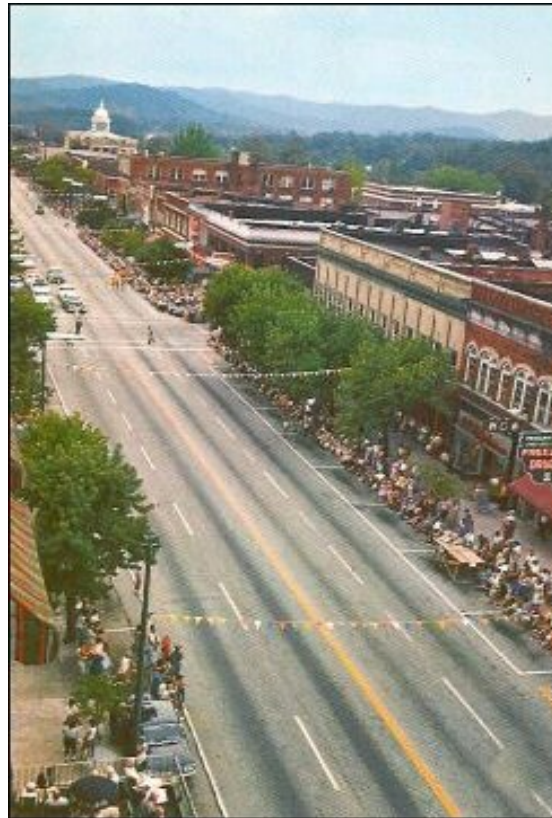
Greenville, South Carolina

- **Project Cost \$1.1 Million (1980)**
- **Private Investment \$10.0 Million**
- **Major Arterial (U.S. 29) to a Collector**
- **Daily traffic 1980 12-15,000 VPD**
- **Daily Traffic 2004 8-10,000 VPD**
- **Operating Speed Less Than 15mph**



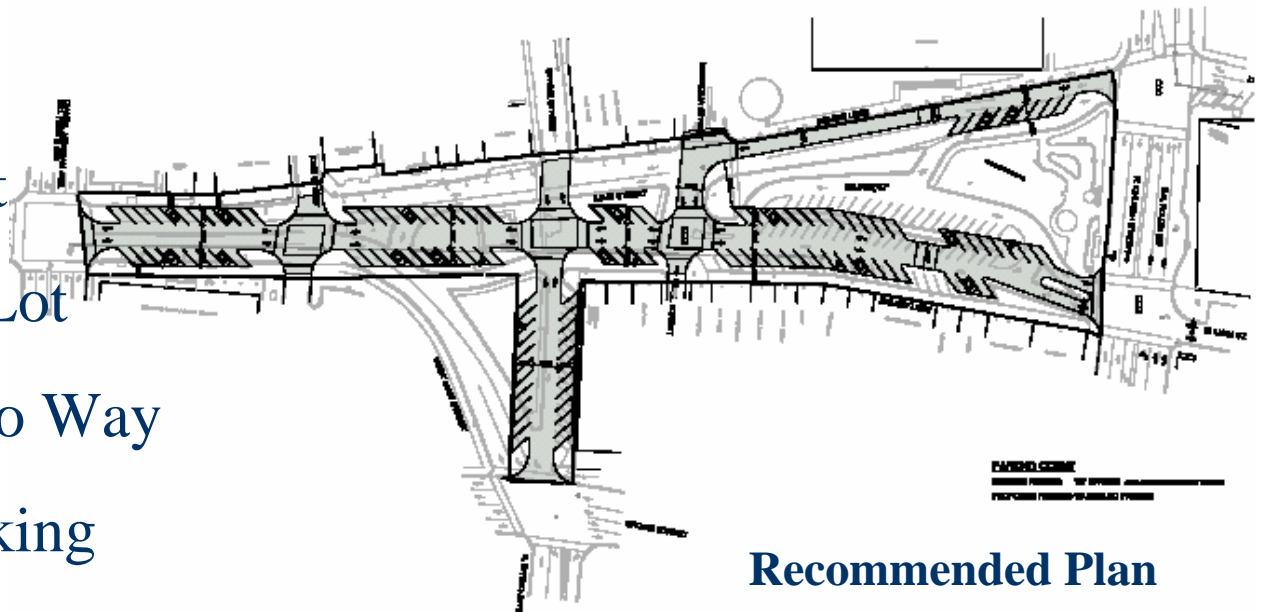
Hendersonville, North Carolina

- **10 Block Section**
- **Converted 1978**
- **15-18,000 vpd (1978)**
- **Parallel One-Way Couplet**
- **Was U.S. 25**
- **2004 Volume 8,000 vpd**
- **Economic Success**



Spartanburg, South Carolina

- ✓ West Main Street
- ✓ 4-5,000 vpd
- ✓ One Way Street
- ✓ Large Parking Lot
- ✓ Convert To Two Way
- ✓ Add Angle Parking
- ✓ 8,000 vpd (2006)



Recommended Plan

Spartanburg, South Carolina



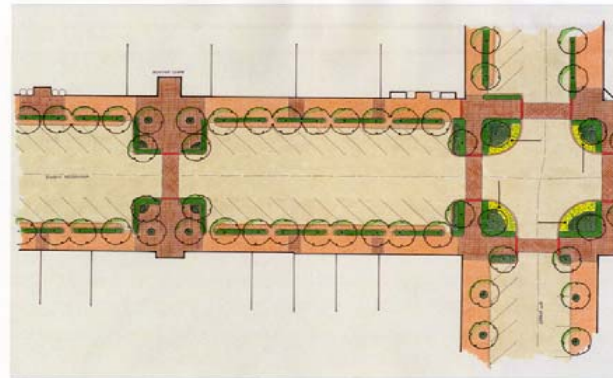
Before



After

Ashland, Kentucky

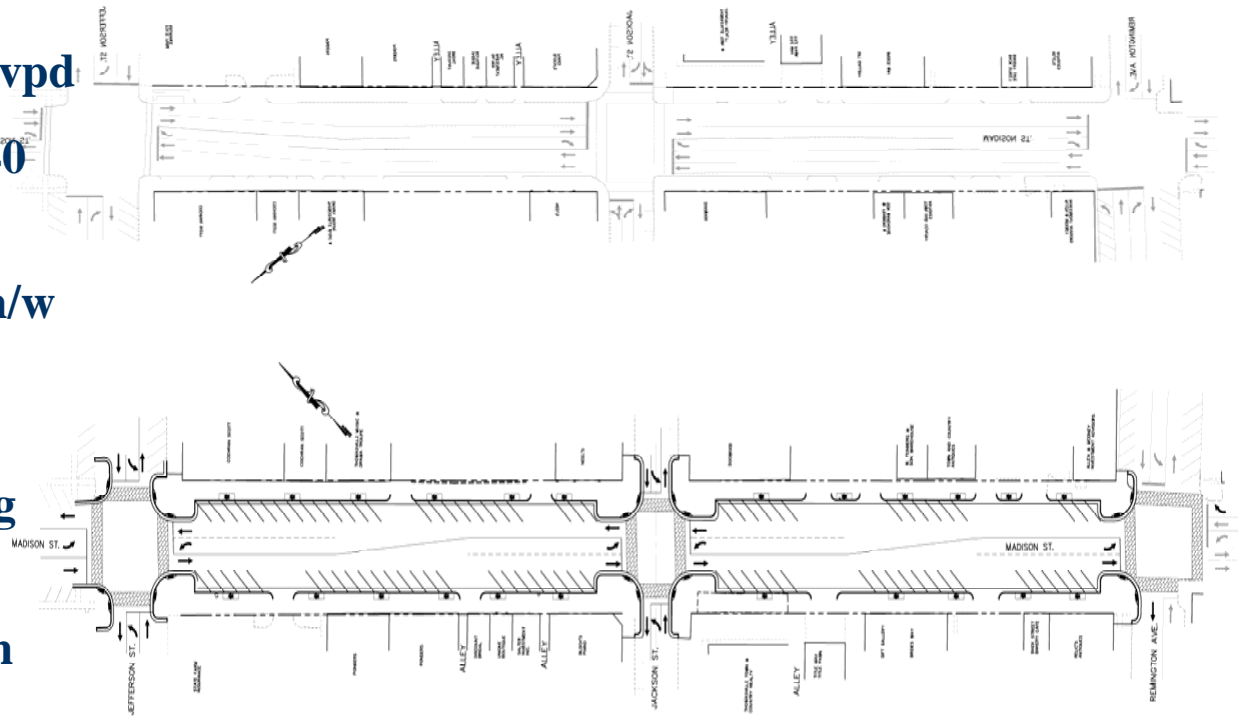
- Winchester Avenue is “main street”
- Volume 13-14,000 vpd
- Operating Speeds 35-40 mph
- Existing Street 4 Lanes /Parking
- Proposed Design-3 Lanes/Parking
- Opposition by the Mayor
- Opposition by the Newspaper
- Implementation in “Limbo”



Thomasville, Georgia

Madison Avenue

- U.S. 84-Business Route
- Traffic Volume 10,400 vpd
- Operating Speeds 30-40 mph
- Existing 5 Lane Section/w Parallel Parking
- Proposed 3 Lane Section/w Angle Parking
- For Funding, State Requires Removal From State Highway System





SUMMARY-WHAT WE LEARNED

- ◆ **One Cannot Judge the Value of a Project on Mobility Alone**
- ◆ **Downtown Traffic Operations Are a Compromise-at Best**
- ◆ **Strong Community Support Is Needed**
- ◆ **Local Government Must Provide Strong Leadership**
- ◆ **If You Are Reducing Capacity, Look for Diversion Routes**
- ◆ **Angle Parking Is Not All Bad**
- ◆ **“Sell the Project” Before You Commit To The Details**
- ◆ **If the Project Is a State Route, Be Prepared To Assume Maintenance Costs**