



TWO WAY CONVERSION

TWO WAY CONVERSION OF MCKINNEY & COLE/CARLISLE

EXISTING ONE-WAY STREETS:

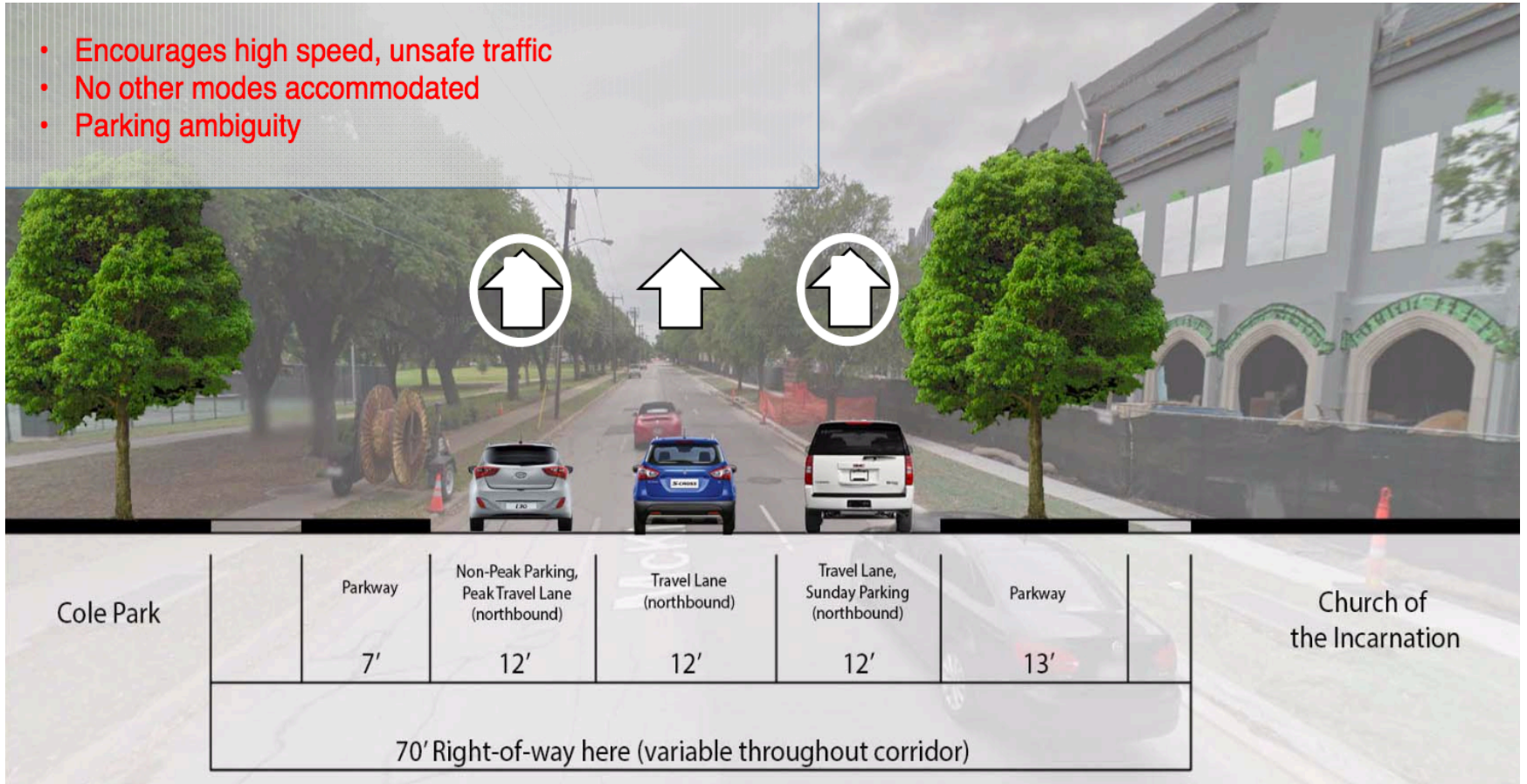
ENCOURAGES HIGH SPEEDS AND UNSAFE TRAFFIC

DOES NOT ACCOMMODATE ANY OTHER MODES

PARKING UNCERTAINTY (AT TIMES LANES ARE TAKEN BY PARKING, MAKING STREETS ONE LANE)

WRONG WAYS DOWN ONE WAYS

- Encourages high speed, unsafe traffic
- No other modes accommodated
- Parking ambiguity



TWO-WAY STREETS:

Enhance Safety

Route Choice

Walkability

Calms Traffic

Accommodates Street Car Expansion

Creates permanent parallel parking notched into curb

HISTORY

1969-All streets were 2-way

1972-Before Central Expressway was expanded, the one-way couplet was planned to provide an alternative route to downtown and add capacity

1979-Reconstruction

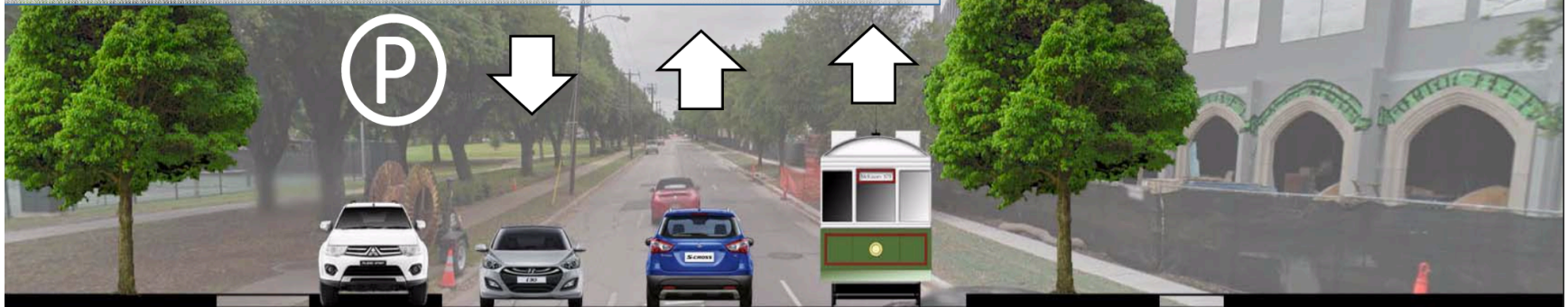
One-way North; One-way South.

Cole-Carlisle Connx

Added Capacity

Designed as a cut-thru to Downtown

- Calms Traffic
- Accommodates streetcar expansion in mixed traffic lane
- Second parallel lane avoids streetcar stops
- Creates permanent parallel parking notched into curb
- Does not allow for bike lanes
- Some additional cost for curb relocations to accommodate parking



Cole Park

Protected
On-Street Parking

7'

Travel Lane
(southbound)

12'

Travel Lane
(northbound)

12'

Mixed-Traffic
w/ Trolley Expansion
(northbound)

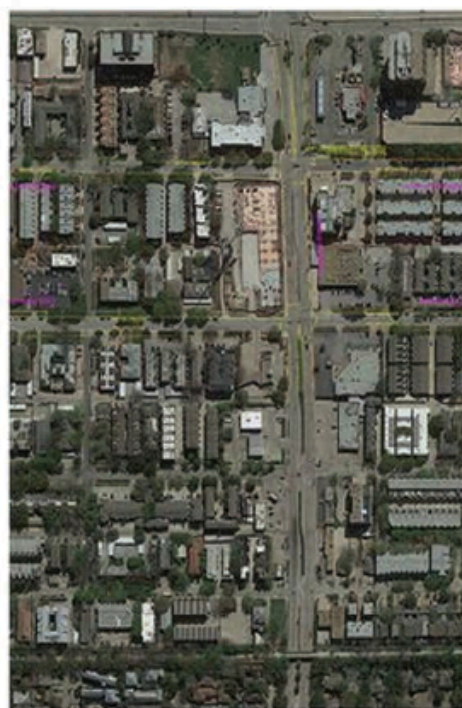
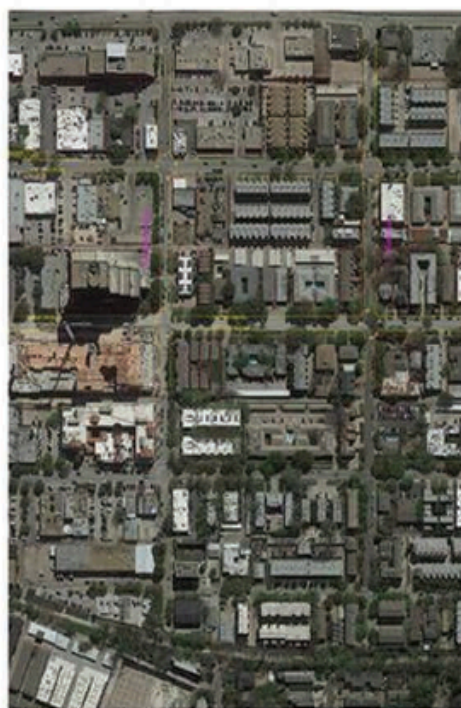
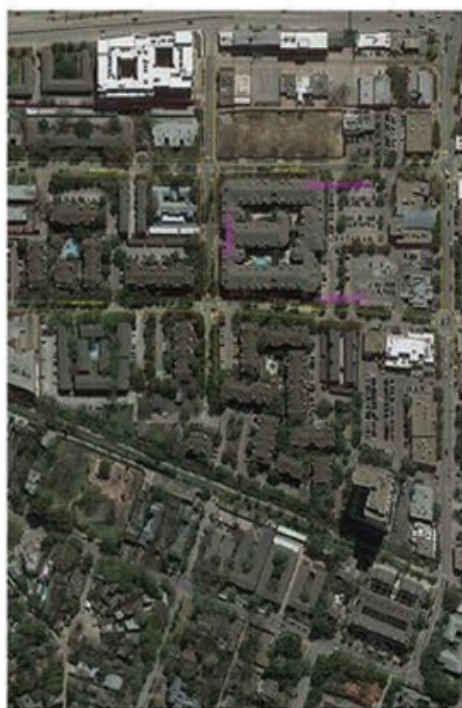
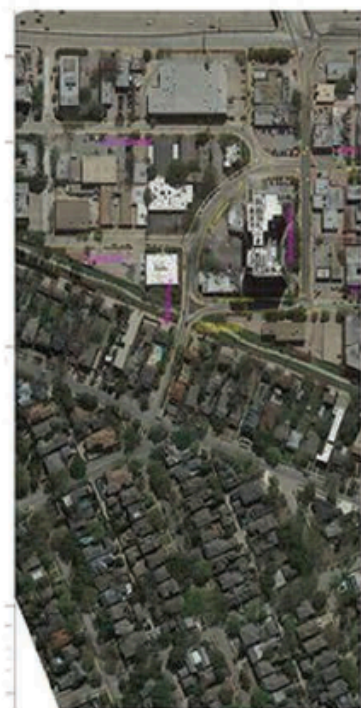
12'

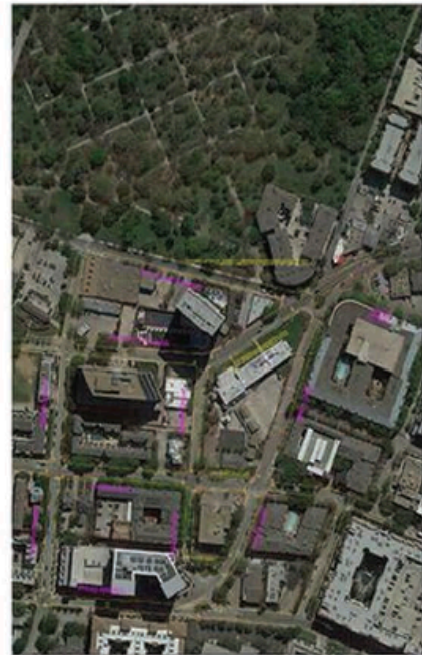
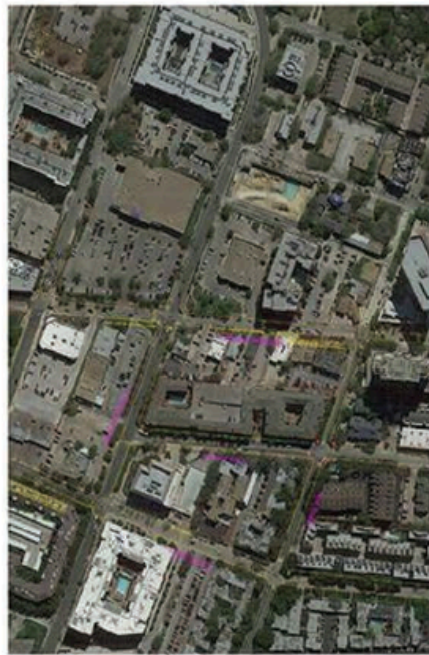
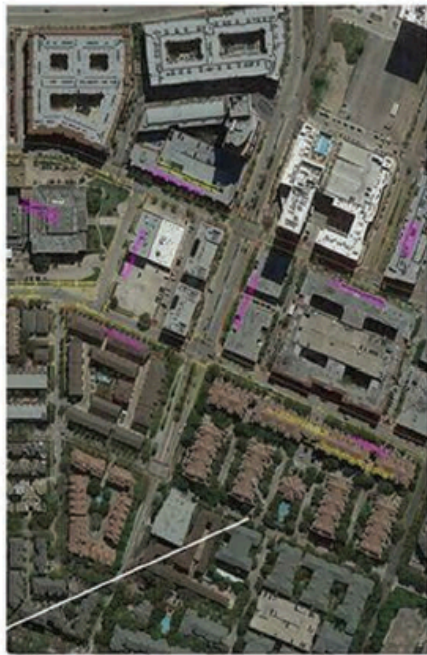
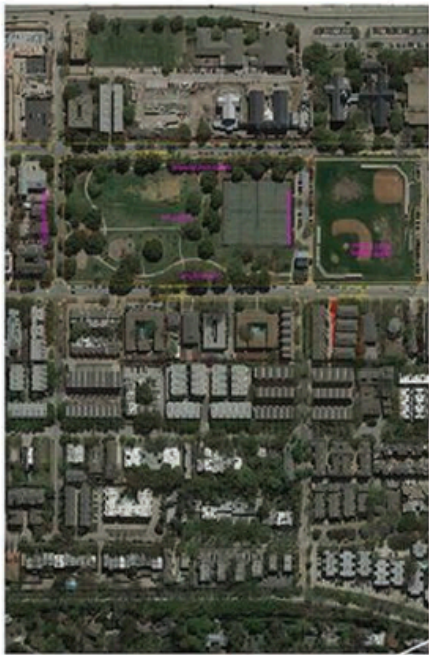
Parkway

13'

Church of
the Incarnation

70' Right-of-way here (variable throughout corridor)



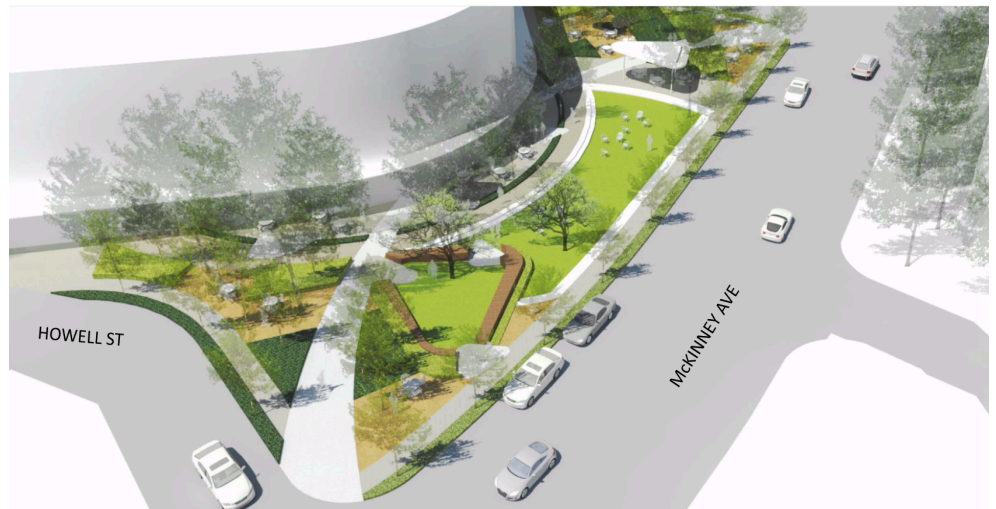


QUALITY OF LIFE: NEW PUBLIC SPACES

The conversion will allow new public green spaces which will enhance the community and surrounding property values.

THESE DELIGHTFUL OPPORTUNITIES ARE ENDLESS:

PLAZA | PROMENADE | PAVILION |
DOG PARK | BOTANICALS | ART |
CULTURE | EVENTS | SEATING |
SHADE GROVES | WATER FEATURES
| ACTIVITIES

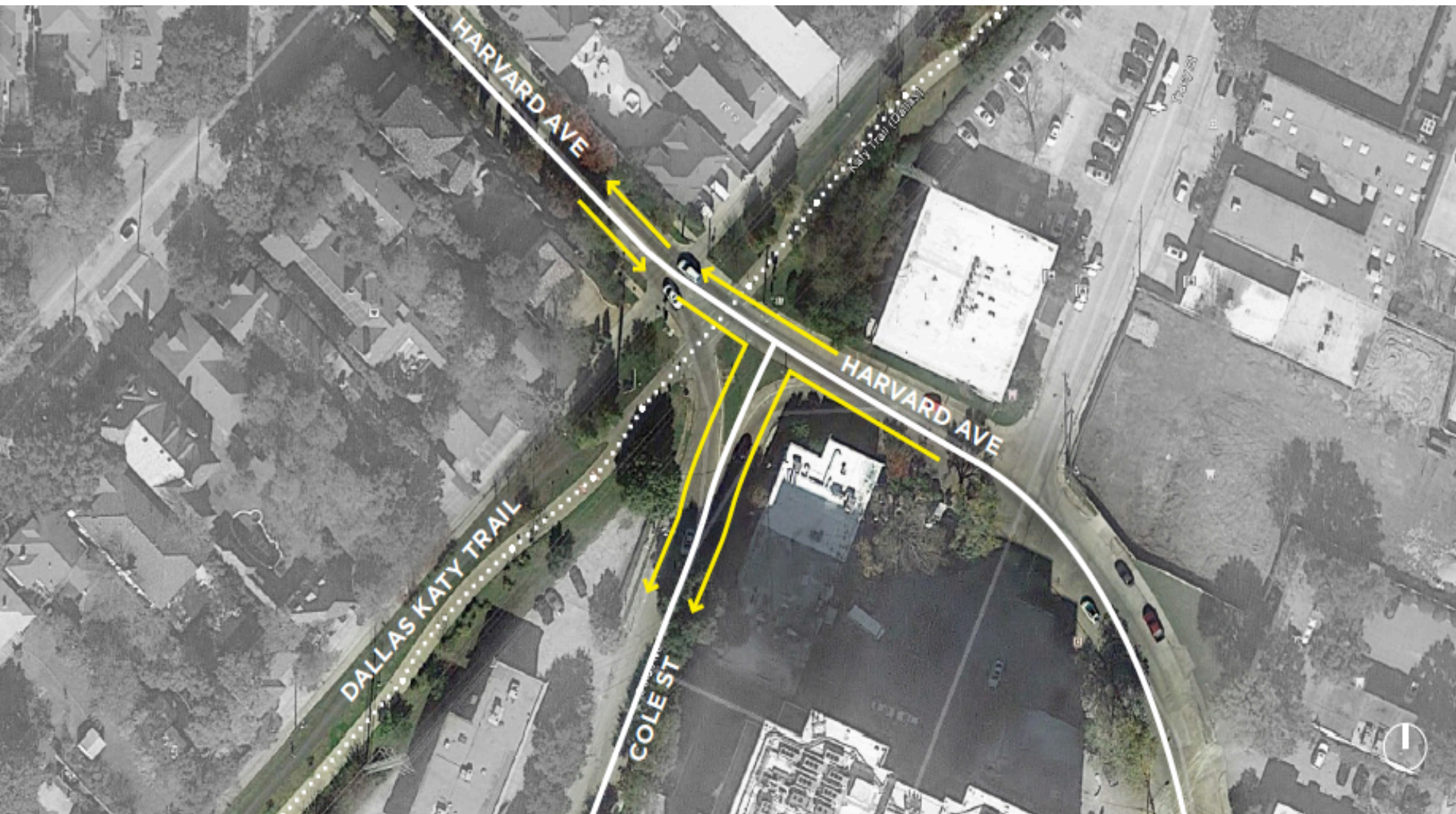






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TWO WAY CONVERSION STUDIES WERE DONE BY

OJB

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Kimley»Horn

SPACE BETWEEN
Design Studio