

State and High Street Two-Way Conversion Study
Pros and Cons of Two-Way Conversion Summary Table
 January 7, 2015

	PROS	CONS	DRAFT Stakeholder Benefit: Positive or Negat
EASE OF GETTING AROUND			
Vehicle Speed	<ul style="list-style-type: none"> Vehicle speeds calmed all day 	<ul style="list-style-type: none"> Slight loss of travel time 	Residents: Positive Business owners: Neutral Commuters: Negative
Traffic Diversion	<ul style="list-style-type: none"> Traffic can select routes that are more direct - street system less of a barrier Some streets will see a decrease in traffic Although the model does not predict it, diversion to Fore River Parkway is possible with better signage 	<ul style="list-style-type: none"> Some streets will see a increase in traffic 	Residents: Positive or negative, depending on location Business owners: Positive (easier access) Commuters: Positive (easier access if going to in-city destination)
Vehicle Mobility	<ul style="list-style-type: none"> Level of service will not degrade substantially 	<ul style="list-style-type: none"> Some intersections will experience increased delay Travel time across Peninsula will increase slightly 	Residents: Neutral Business owners: Neutral Commuters: Negative
Neighborhood Accessibility	<ul style="list-style-type: none"> Improved accessibility to Study area Streets (ex. travel between the Casco Bay Bridge and West End will be more direct) 	<ul style="list-style-type: none"> Some intersection movements will be prohibited 	Residents: Positive Business Owners: Positive Commuters: Positive
Public Transit	<ul style="list-style-type: none"> Provides future route flexibility and more direct routes 	<ul style="list-style-type: none"> Increased congestion can increase travel time 	Residents: Positive Business owners: Positive Commuters: Slight negative in short term ; in long term better chance for transit commuting

SAFETY			
Pedestrian Safety/Mobility	<ul style="list-style-type: none"> • Pedestrian safety improved with slower vehicular speeds • Improved driver/pedestrian visibility at unsignalized crossings 	<ul style="list-style-type: none"> • Results in more intersection vehicle turn movements that conflict with pedestrians 	Residents: Positive
			Business owners: Positive (easier to get to store)
			Commuters: Neutral (Will need to drive more carefully)
Bicyclist Safety/Mobility	<ul style="list-style-type: none"> • Eliminates wrong-way bicycle crashes • More direct routing • Vehicle speeds reduced • Left-turn movements safer 	<ul style="list-style-type: none"> • Vehicle passing option reduced 	Residents: Positive
			Business owners: Neutral
			Commuters: Neutral [Eliminates wrong-way crashes (good) but also reduces passing option (bad)]
Overall Vehicular Safety	<ul style="list-style-type: none"> • Overall improved vehicular safety due to lower speeds • Severity of crashes should improve 	<ul style="list-style-type: none"> • Low-impact intersection crashes may increase due to increase in vehicle turning movement conflicts 	Residents: Positive
			Business owners: Positive
			Commuters: Positive (Fewer serious crashes trumps chance of more fender benders)
QUALITY OF LIFE and ECONOMIC DEVELOPMENT			
Support for Complete Streets Policy	<ul style="list-style-type: none"> • Supports vision and objective of study by providing balanced support for all modes of travel 	<ul style="list-style-type: none"> • Maintaining status quo does not move City towards implementing Complete Streets Policy 	Residents: Positive
			Business owners: Positive
			Commuters: Negative (automobile commuters no longer have automatic priority)
Parking	<ul style="list-style-type: none"> • Increased parking supply near Deering Oaks 	<ul style="list-style-type: none"> • Less parking on south end of study area; overall a loss of approximately 9% of parking spaces 	Residents: Generally negative
			Business owners: Generally negative
			Commuters: Neutral

<p>by Vehicles/ Deliveries</p>	<ul style="list-style-type: none"> Requires less circulation due to improved accessibility Low truck volumes 	<ul style="list-style-type: none"> Geometric improvements required at many intersections Assumes truck encroachment into other lanes Westin Hotel valet parking movements may block traffic flow 	<p>Residents: Positive (less circulation)</p> <p>Business owners: Positive (improved accessibility)</p> <p>Commuters: Negative</p>
<p>Property Values</p>	<ul style="list-style-type: none"> Property values may increase, according to other cities' experience 	<ul style="list-style-type: none"> Some minor property acquisition may be required 	<p>Residents: Mostly Positive</p> <p>Business owners: Neutral</p> <p>Commuters: Neutral</p>
<p>Economic Development</p>	<ul style="list-style-type: none"> Opportunity for retail development may be higher according to other cities' experience 	<ul style="list-style-type: none"> None 	<p>Residents: Positive OR Neutral</p> <p>Business owners: Positive</p> <p>Commuters: Neutral</p>
<p>Crime</p>	<ul style="list-style-type: none"> Crime may be reduced according to other cities' experience. The conceptual plan has been forwarded to the Police Department for comment. 	<ul style="list-style-type: none"> The conceptual plan has been forwarded to the Police Department for comment. 	<p>Residents: Positive</p> <p>Business owners: Positive</p> <p>Commuters: Neutral</p>
<p>Impact on Historic Environment</p>	<ul style="list-style-type: none"> Re-establishing historic street grid pattern 	<ul style="list-style-type: none"> Impact to Longfellow Square 	<p>Residents: Neutral</p> <p>Business owners: Neutral</p> <p>Commuters: Neutral</p>
<p style="text-align: center;">LOGISTICS</p>			
<p>Truck Operations</p>	<p style="text-align: center;">None</p>	<ul style="list-style-type: none"> Roadway width is narrowed with snow given one lane 	<p>Residents: Negative (harder to walk)</p> <p>Business owners: Negative (harder to access)</p> <p>Commuters: Negative (harder to drive)</p>
<p>Emergency Response</p>	<ul style="list-style-type: none"> Police and fire have easier and quicker access to crime/accident/fire scenes. 	<ul style="list-style-type: none"> ?? 	<p>Residents: Positive</p> <p>Business Owners: Positive</p>

Environmental Impacts	None	<ul style="list-style-type: none"> Air quality may be impacted due to increased congestion, but Portland is not classified as a non-attainment area and thus is not restricted 	<p>Commuters: Positive</p> <p>Residents: Negative</p> <p>Business owners: Negative</p> <p>Commuters: Neutral</p>
COST			
Comparative Capital Costs	<ul style="list-style-type: none"> Complete Streets and Traffic Signal costs required under current conditions 	<ul style="list-style-type: none"> Intersection Corner adjustment cost Casco Bay Bridge approach will need improvement Net Traffic Signal cost above No-Build option 	<p>Residents: Negative if tax increase implications</p> <p>Business owners: Negative if tax increases passed on to them</p> <p>Commuters: Neutral</p>