



ONE-WAY STREETS



COST



TIME



IMPACT



WHO



HURDLES



SUCCESS STORIES

Portland, Oregon

A study of one-way streets found:



Pedestrian crash rates were half of those found on two-way streets.

Implementation Issues

Converting a street to one way can face resistance to acceptance caused by many factors. In some cases, drivers may have to travel farther (though this may encourage bicycling and walking trips) or may be confused about the proper travel direction. Local business and property owners may be concerned about the economic impacts involving access, business activity, and property values after a conversion. In some cases, emergency vehicles may have difficulty accessing certain properties.

More Information: tti.tamu.edu/policy/how-to-fix-congestion

Description

Road systems often use one-way streets in high-volume settings, such as downtown corridors with closely spaced intersections. One-way designs provide a means for unavoidable high-traffic volumes to pass through an activity center with minimal disturbance to the area. Because these designs favor auto movement in generally pedestrian-friendly areas, applications must be context sensitive and include appropriate traffic calming measures, and parallel corridors should highly favor pedestrian and bicycle movement.

In some cases, another form of one-way street (reversible lanes) can work on freeways or major streets to help traffic move in one direction during a specific time. Agencies in Texas have used two methods to create one-way capacity in the peak travel direction:

- Physical methods, which include making a street permanently one way or temporarily one way (e.g., a zipper lane moveable barrier on IH 30 in Dallas to create an extra lane).

- Operational methods (e.g., a reversible lane system in Arlington on Collins Street/FM 157/Division Street around the Dallas Cowboys Stadium).

Target Market

- High-volume corridors in downtowns or busy shopping districts with closely spaced intersections.
- Streets or freeways with heavy directional flows.

One-way streets in high-density areas should be designed with pedestrians in mind, balancing traffic movement with pedestrian safety and comfort.

How Will This Help?

- **Boosts roadway capacity** without building new roads by providing more lanes and more efficient traffic control actions.
- **Improves safety** by reducing the number and severity of crashes and eliminating head-on crashes.
- **Reduces some types of intersection conflicts.**

