

**Figure 1: Volume Change
2035 AM Peak Hour Two-Way**



**State and High Street
Two Way Conversion Study
January 7, 2015**

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Figure 2: Volume Change
2035 PM Peak Hour Two-Way

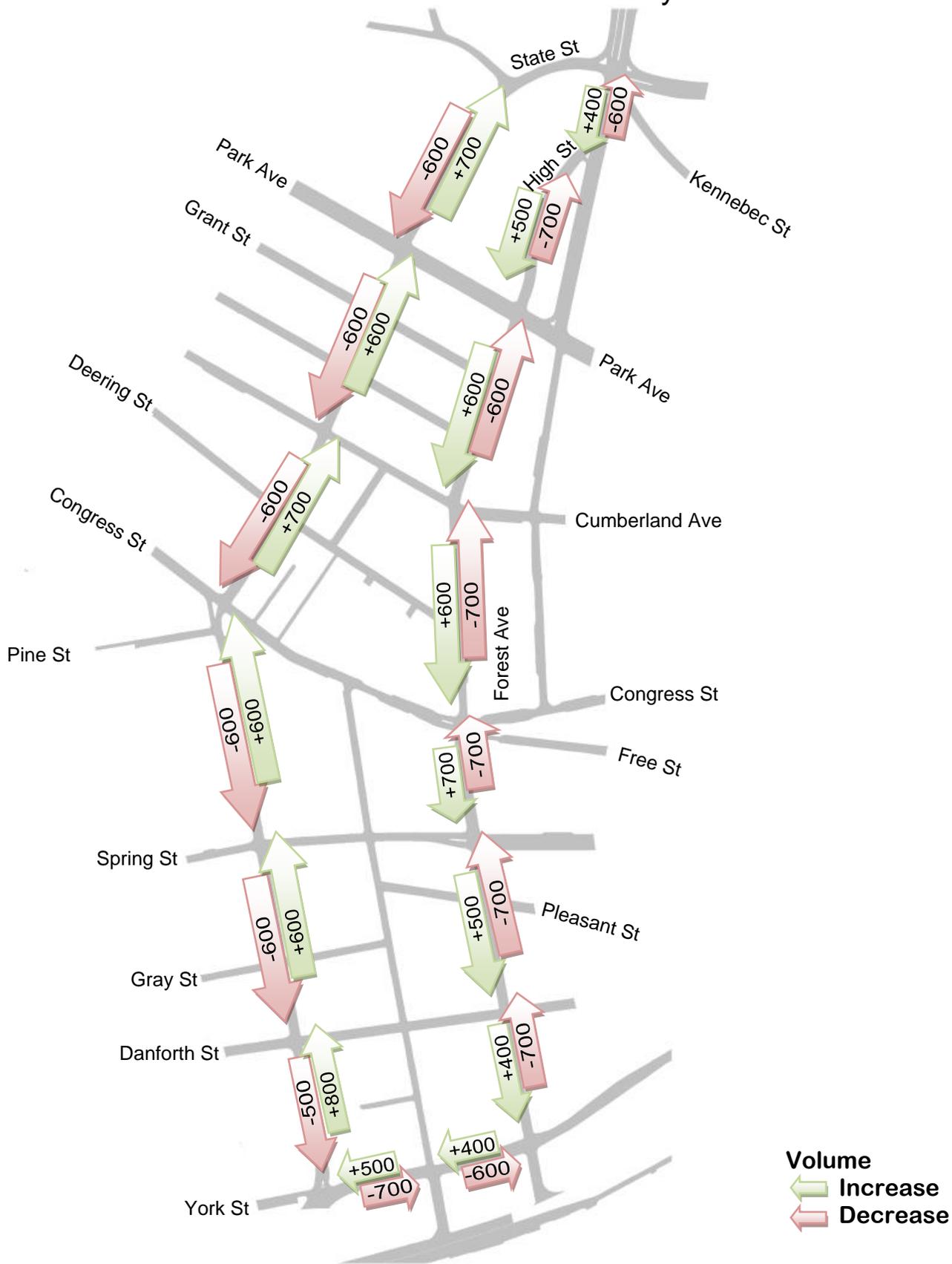
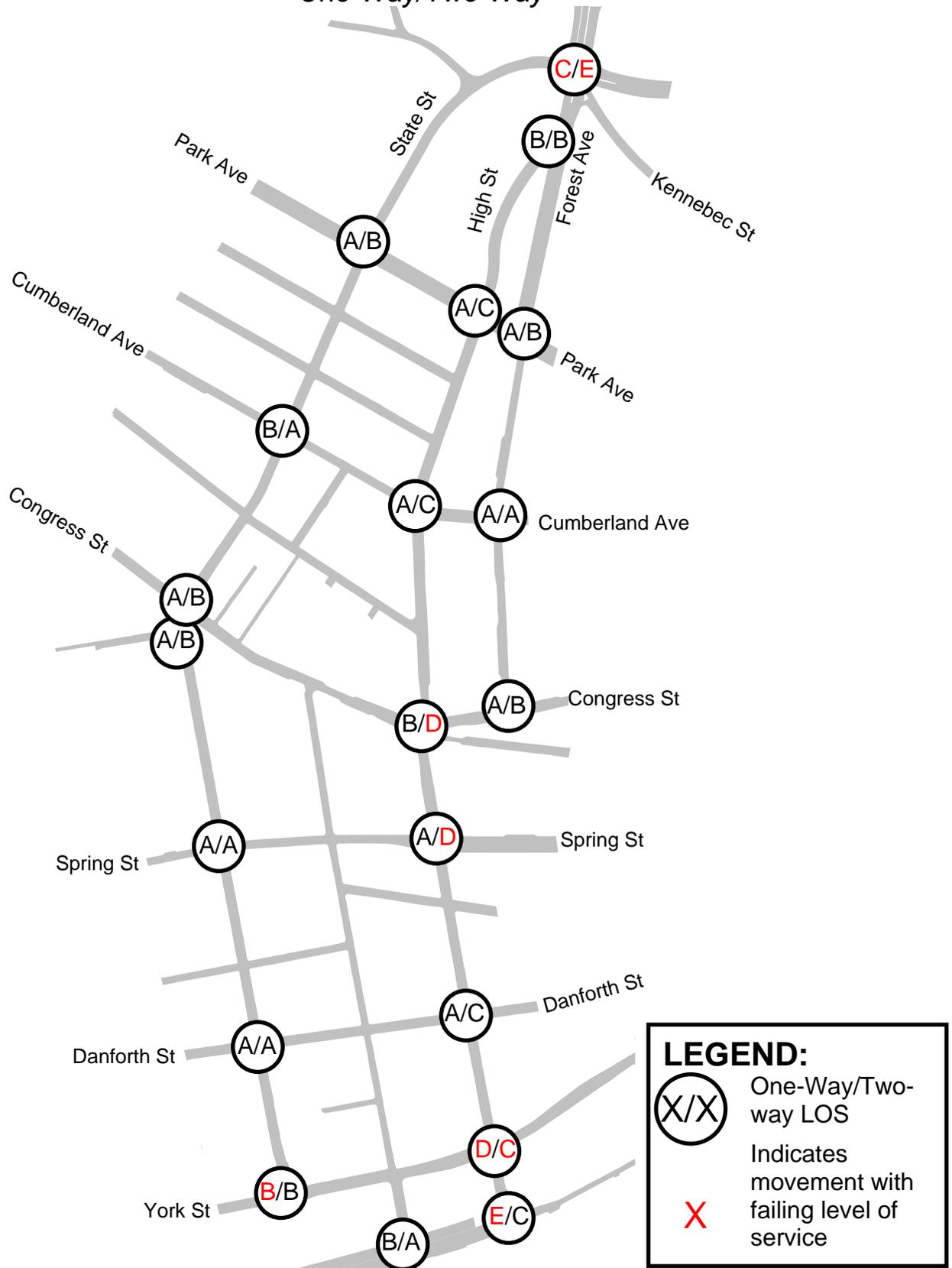


Figure 3: SimTraffic Vehicular Level of Service

2035 AM Peak Hour

One-Way/Two-Way



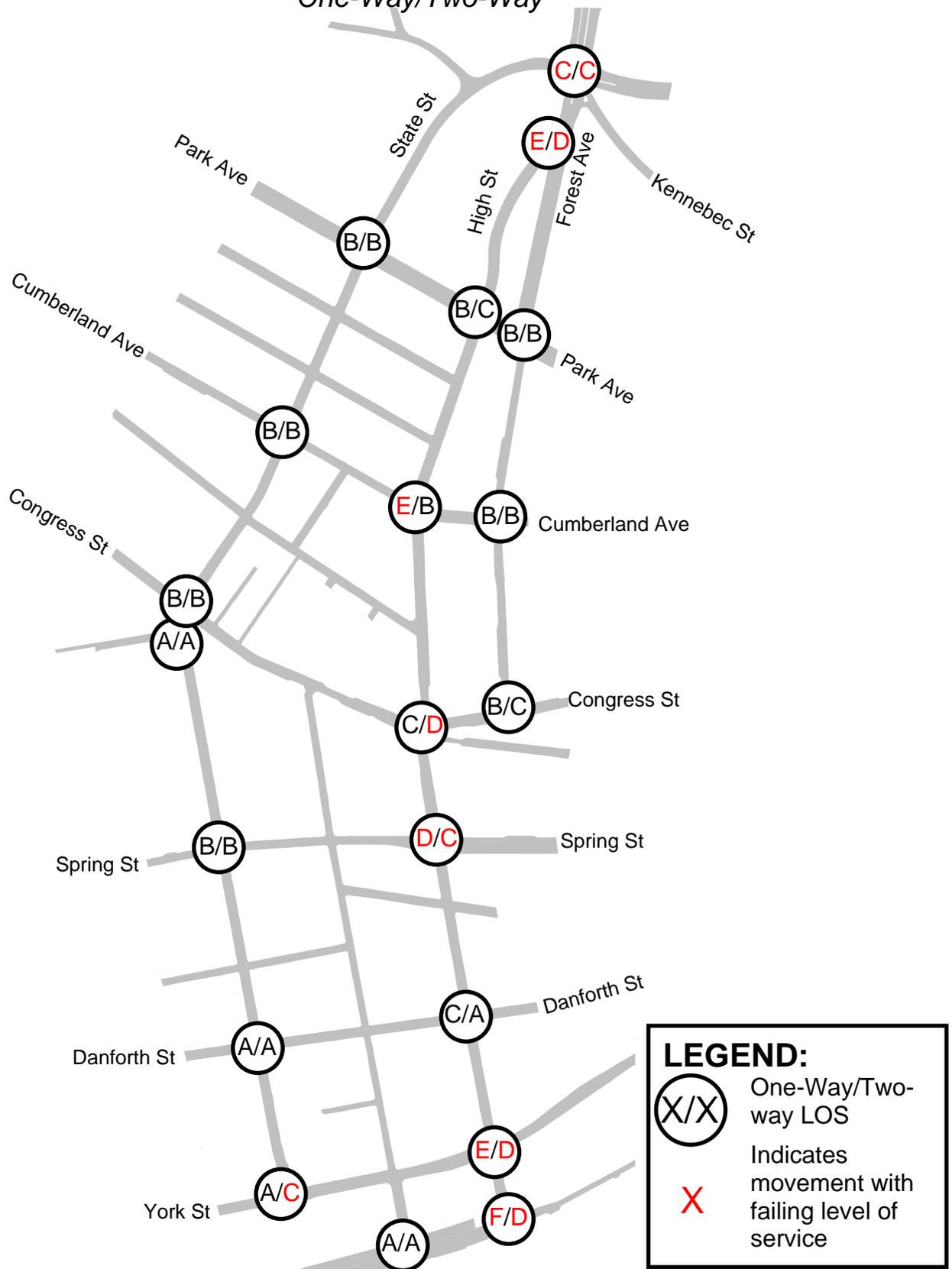
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Figure 4: SimTraffic Vehicular Level of Service

2035 PM Peak Hour

One-Way/Two-Way



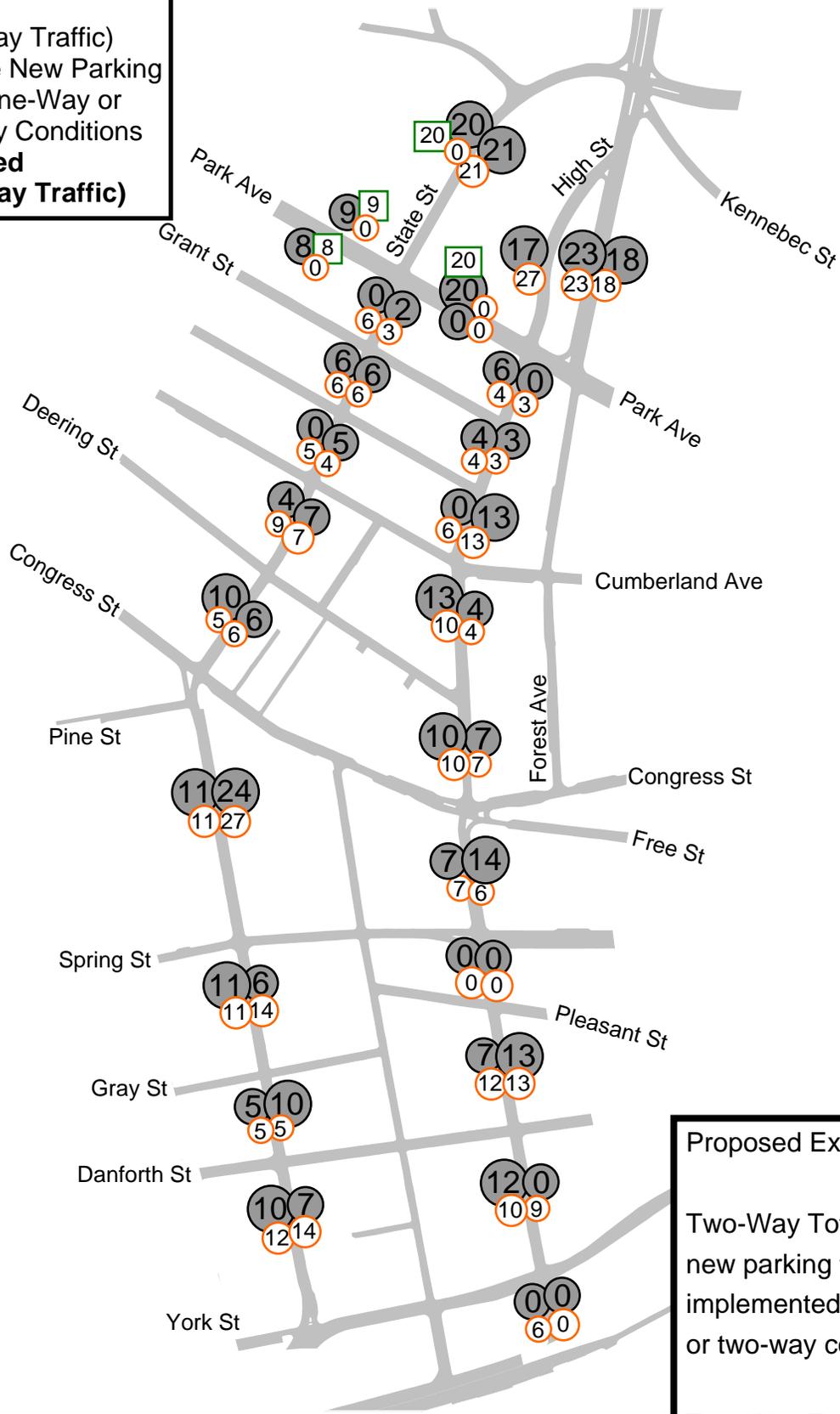
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Figure 5: On-Street Parking Supply

KEY:

- ⊗ Existing (One-Way Traffic)
- ⊠ Possible New Parking under One-Way or Two-way Conditions
- ⊗ Proposed (Two-Way Traffic)



Proposed Existing Total: 372

Two-Way Total (not including new parking that can be implemented under one-way or two-way condition): 329

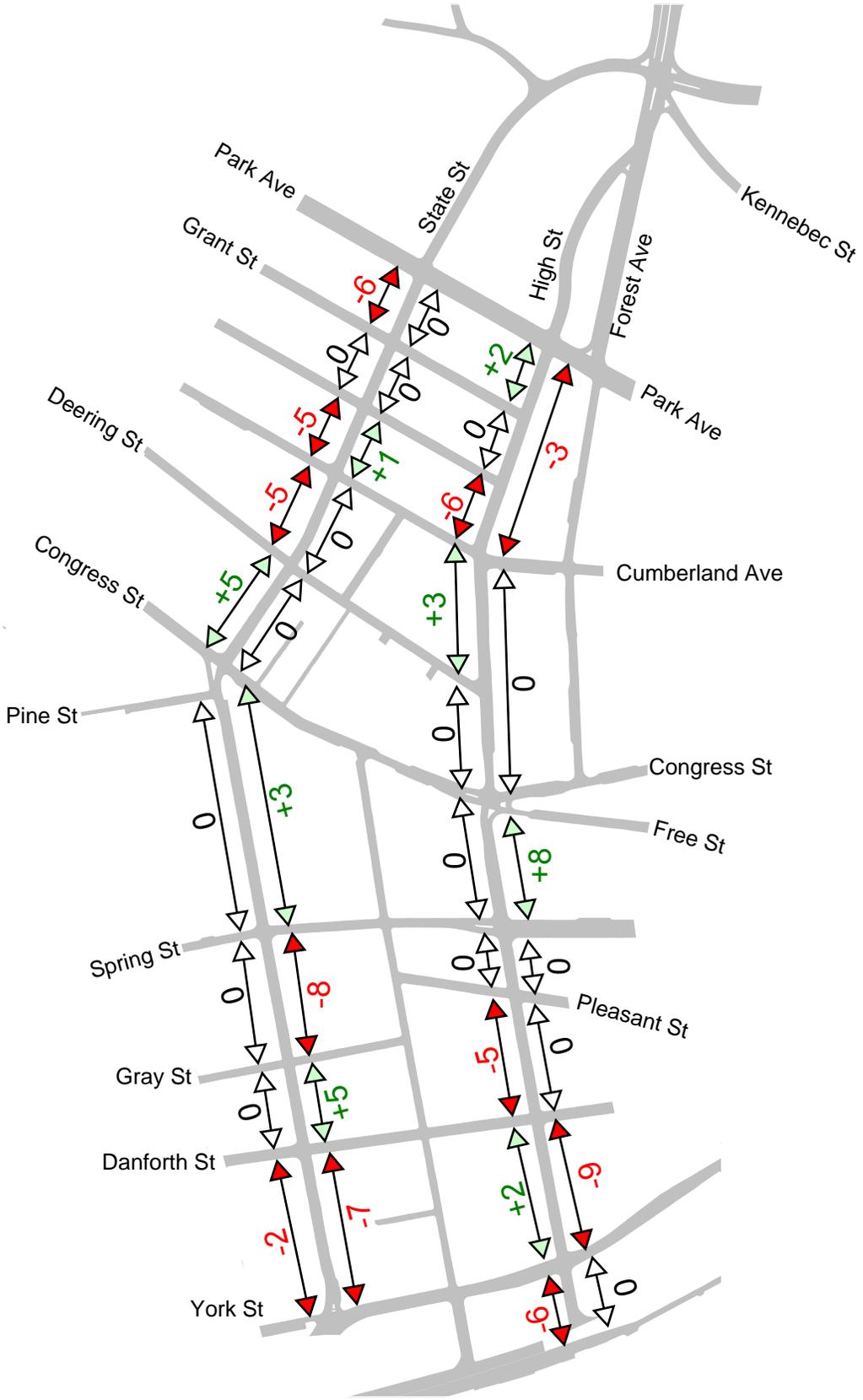
Two-Way Total: 386



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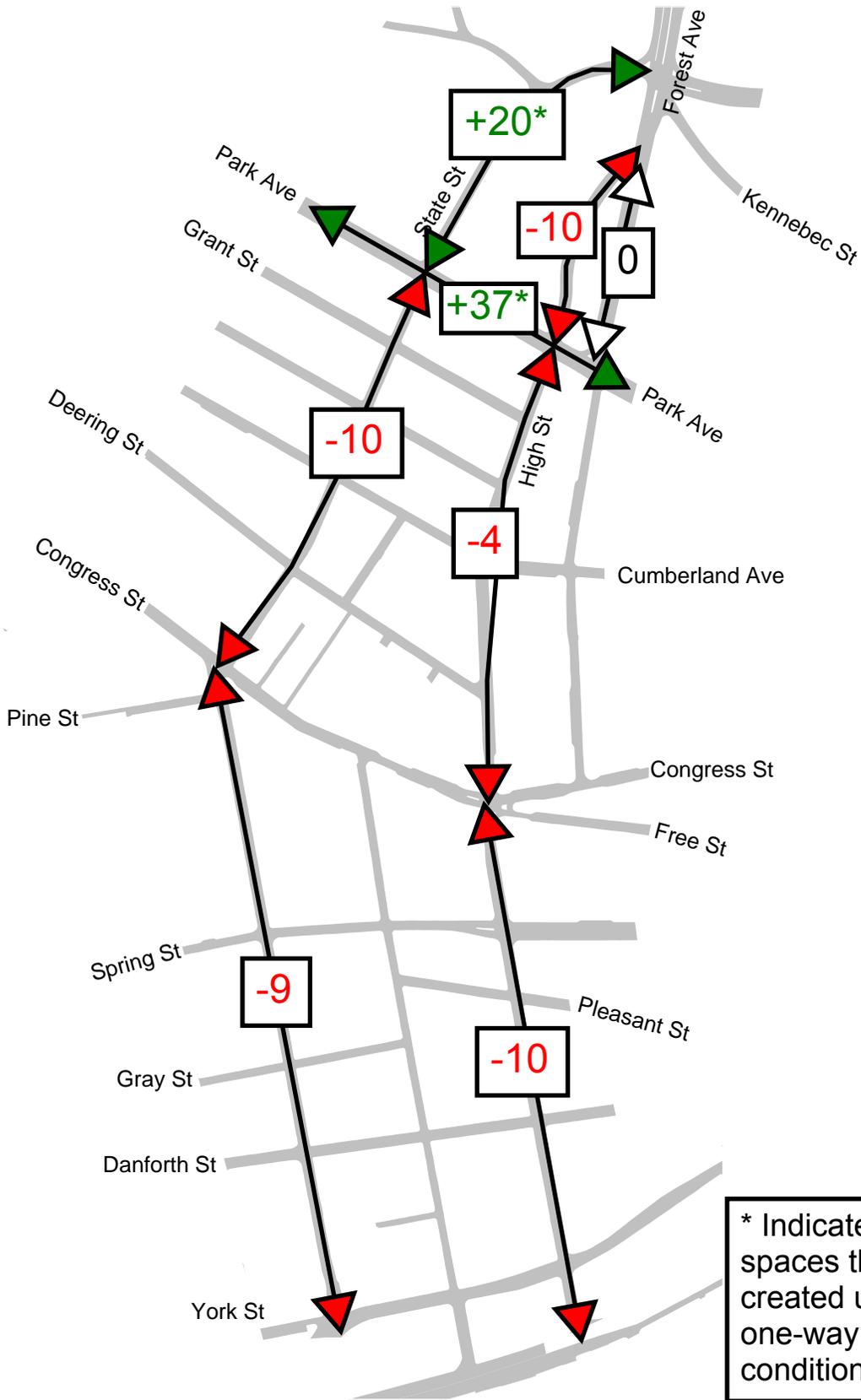
Figure 6: On-Street Parking
 Change in Parking Between One-Way and Two-Way Conditions



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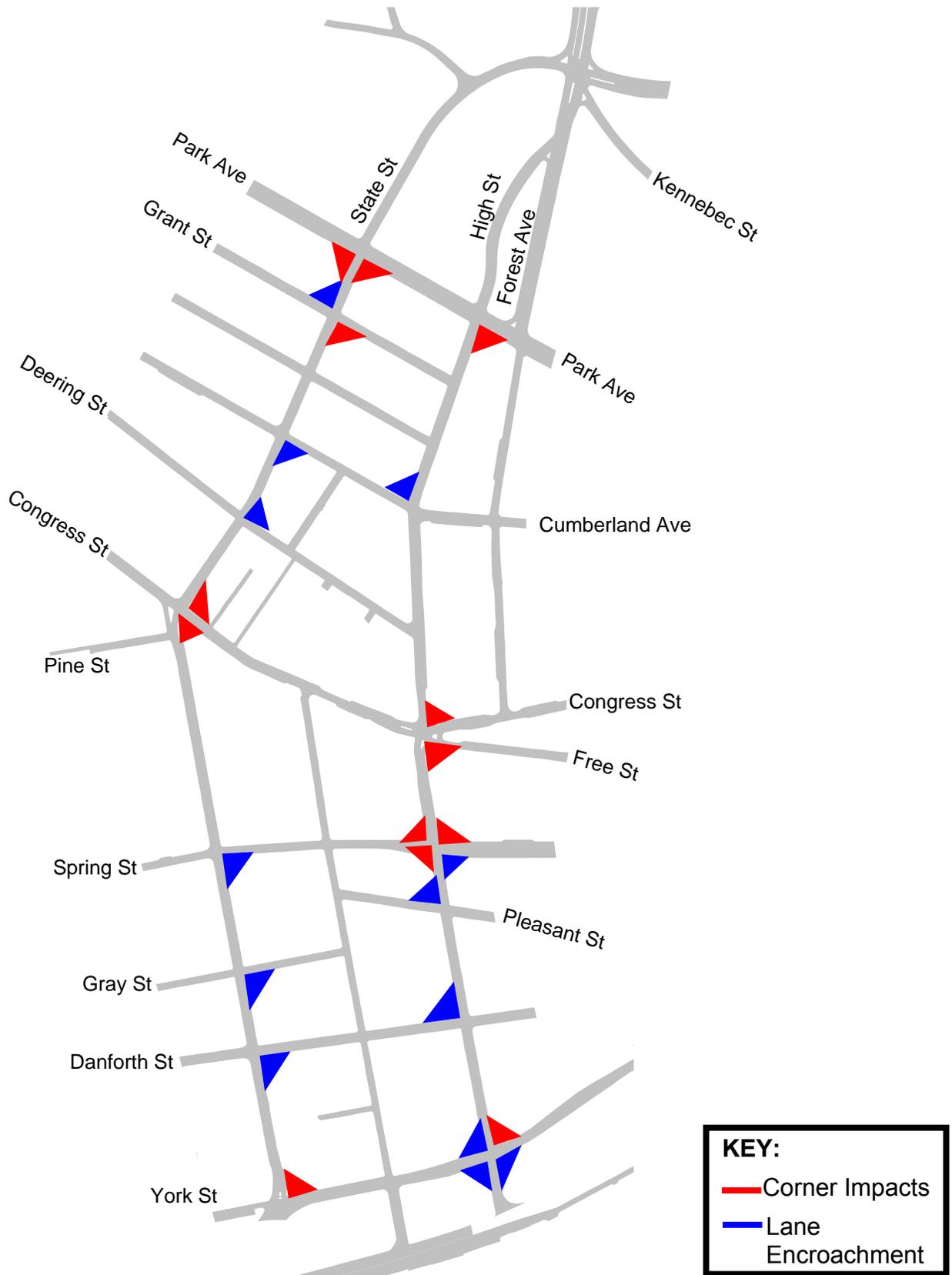
Figure 7: On-Street Parking
 Change in Parking Between One-Way and Two-Way Conditions



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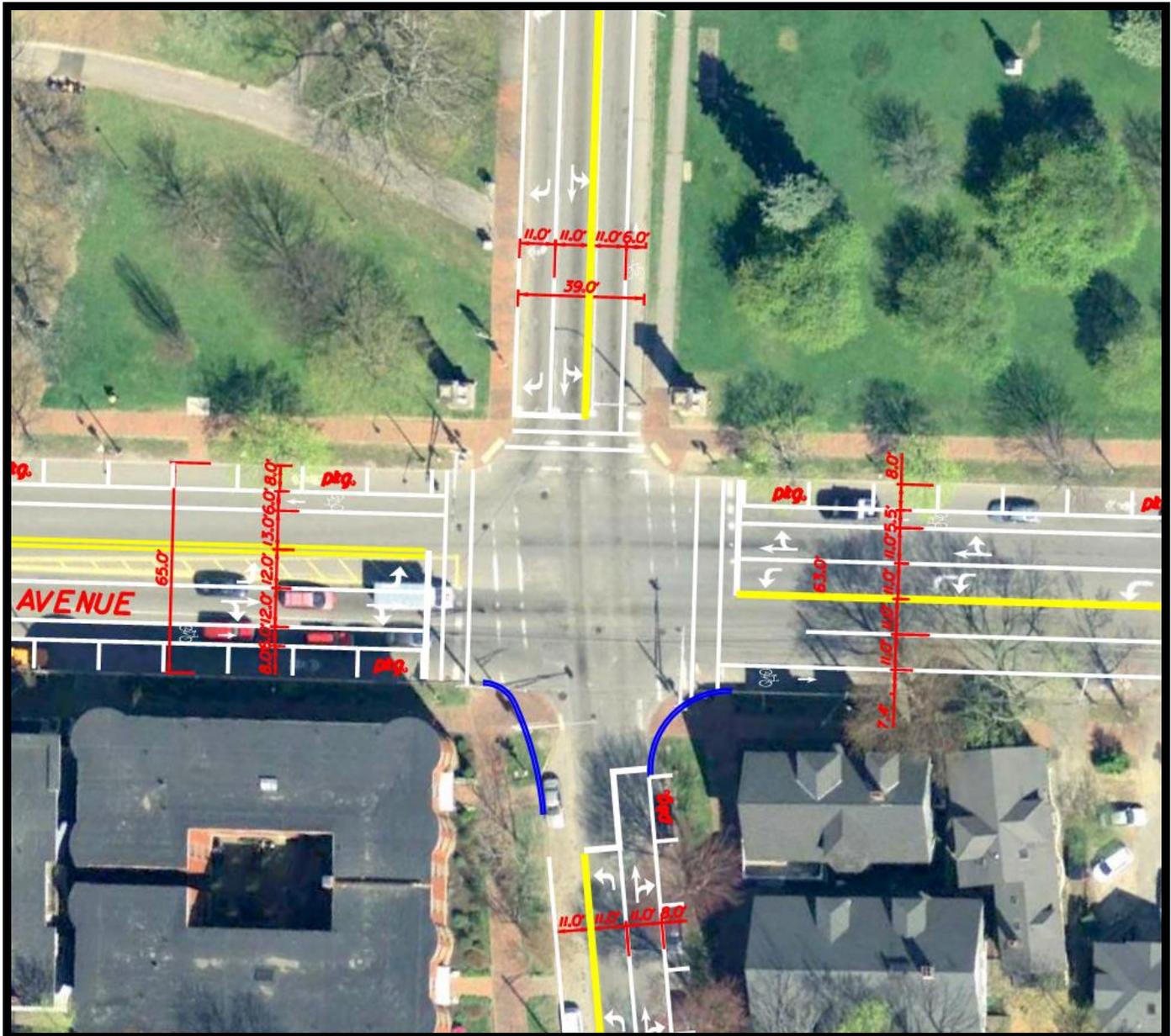
Figure 8: Possible Required Geometry Changes
Based on City Bus as the Design Vehicle



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Figure 9: Example of Possible Curb Radii Adjustments
 Intersection of Park Avenue and State Street
 (Based on Auto Turn Results for City Bus)



Change:
 — Adjusted Corner



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